NOTE

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47a

C5800 - 30

THE WEEKLY OF
BUSINESS AVIATION™
FEB 8, 1988
Vol. 46 No. 6

INTELLIGENCE

GENERAL AVIATION interests are concerned that Massachusetts Port Authority officials—who have been telling the media they may exempt some regional airline flights from proposed higher landing fees at Boston's Logan Airport—are trying to divide opponents of the fee hike. Exempting regional airline flights from the higher fees would narrow public impact of the higher fees and leave GA advocates to battle Massport on their own.

ATTORNEYS for the National Air Transportation Association asked the U.S. Court of Appeals in Washington, D.C. Friday for a stay of the Feb. 24 compliance date specified in FAA's SFAR 52. FAA previously agreed to extend—from Jan. 25 to Feb. 24—the deadline by which Part 135 operators must request additional time to install fire-blocking material in their aircraft (BA, Feb. 1/33). NATA is now asking that enforcement of the Feb. 24 deadline be stayed pending the court's review of SFAR 52.

REP. BOB CARR (D-Mich.) has drafted a letter to Transportation Secretary James Burnley asking him to respond to an NATA petition seeking a notice of proposed rulemaking on the fire-blocking issue as it pertains to air taxi operators. Carr is seeking the support of other members of Congress on the issue.

FAA ADMINISTRATOR Allan McArtor said in a recent speech in Seattle that the number of FAA certificated pilots has dropped from 827,000 in 1979 to 709,000 currently, adding that "we don't see an upturn in the near future."

AOPA LAUNCHES NEW ENGLAND MEDIA BLITZ TO OPPOSE MASSPORT PLAN

Aircraft Owners and Pilots Association has launched a major advertising campaign in New England to help generate opposition to sharply higher general aviation and regional airline landing fees that have been proposed at Boston's Logan International Airport by the Massachusetts Port Authority (BA, Jan. 4/1). Massport's proposal for landing fee increases, which could raise peak hour landing fees to $156, is being opposed by a number of aviation and business interests in Massachusetts and other New England states. AOPA's effort, which is timed to culminate just prior to a Feb. 22 Massport public hearing, is the most ambitious attempt to generate public opposition to the Massport plan.

Theme of the AOPA campaign is "Boston? You can't get there from here." That message will be featured in a series of newspaper, radio and television advertisements that are scheduled to start this week. Included are half-page ads in about one dozen newspapers in major cities in the region, 30-second TV ads that will run Feb. 10-18 during early evening and late night newscasts and 60-second radio spots on 25 stations in all six New England states that started running last Friday on morning and evening "drive time" programs.

In addition to paid advertising, AOPA is using a radio release service to distribute three different "public interest" radio spots that have been accepted by about 150 radio stations. Those spots are coupled with a series of "targeted" releases in various markets that concentrate on the loss of air access to Boston from many communities if the Massport plan is adopted.

Massport held its first public hearing on the proposed fee hike early last month and agreed to hold the Feb. 22 hearing after opponents argued they had not had enough time to review the material Massport is using to support the proposal (BA, Jan. 4/1).

NOW ONLINE WORLDWIDE

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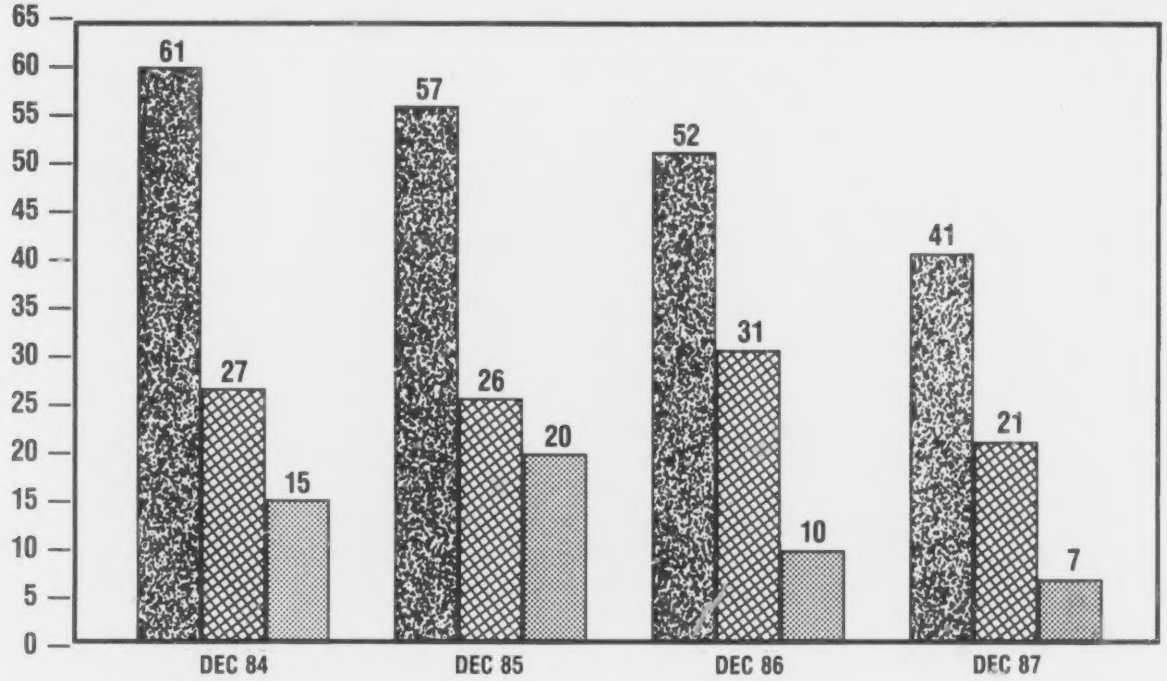
USED RETAIL JET DELIVERIES - NORTH AMERICA

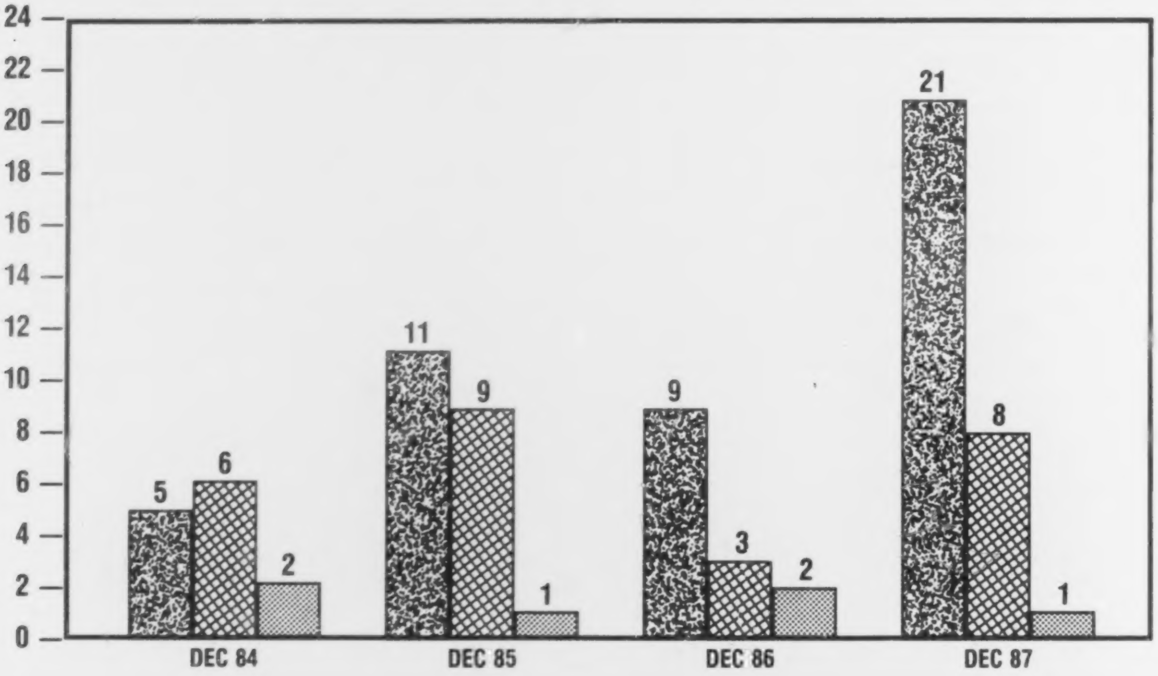


▨ **LIGHT**	▦ **MEDIUM**	▒ **HEAVY**
SN601 Corvette Beechjet 400 Citation 1 + 2 Falcon 10 + 100 I.A.I. 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond 1/1A/2 MS760 Paris Jet	Citation 3 Falcon 20/200 BAE 125 (All Models) I.A.I. 1123/1124/1124A Westwind I.A.I. 1125 Astra Lear Jet 55/55ER/55LR/55XLR/55C Saberliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airliner Type Jets Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JANUARY 88

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA

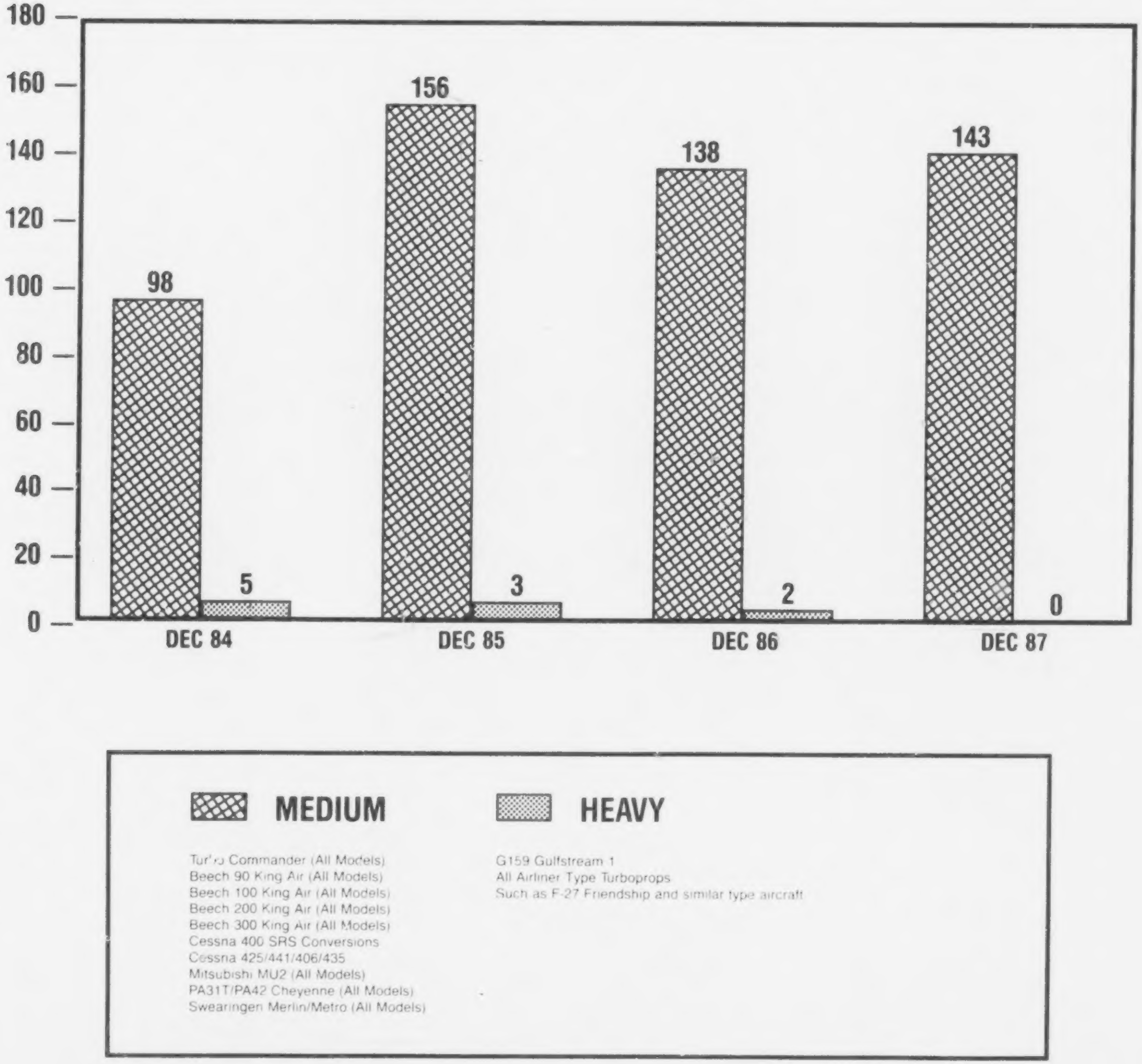


▨ LIGHT	▩ MEDIUM	▒ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

JANUARY 88

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

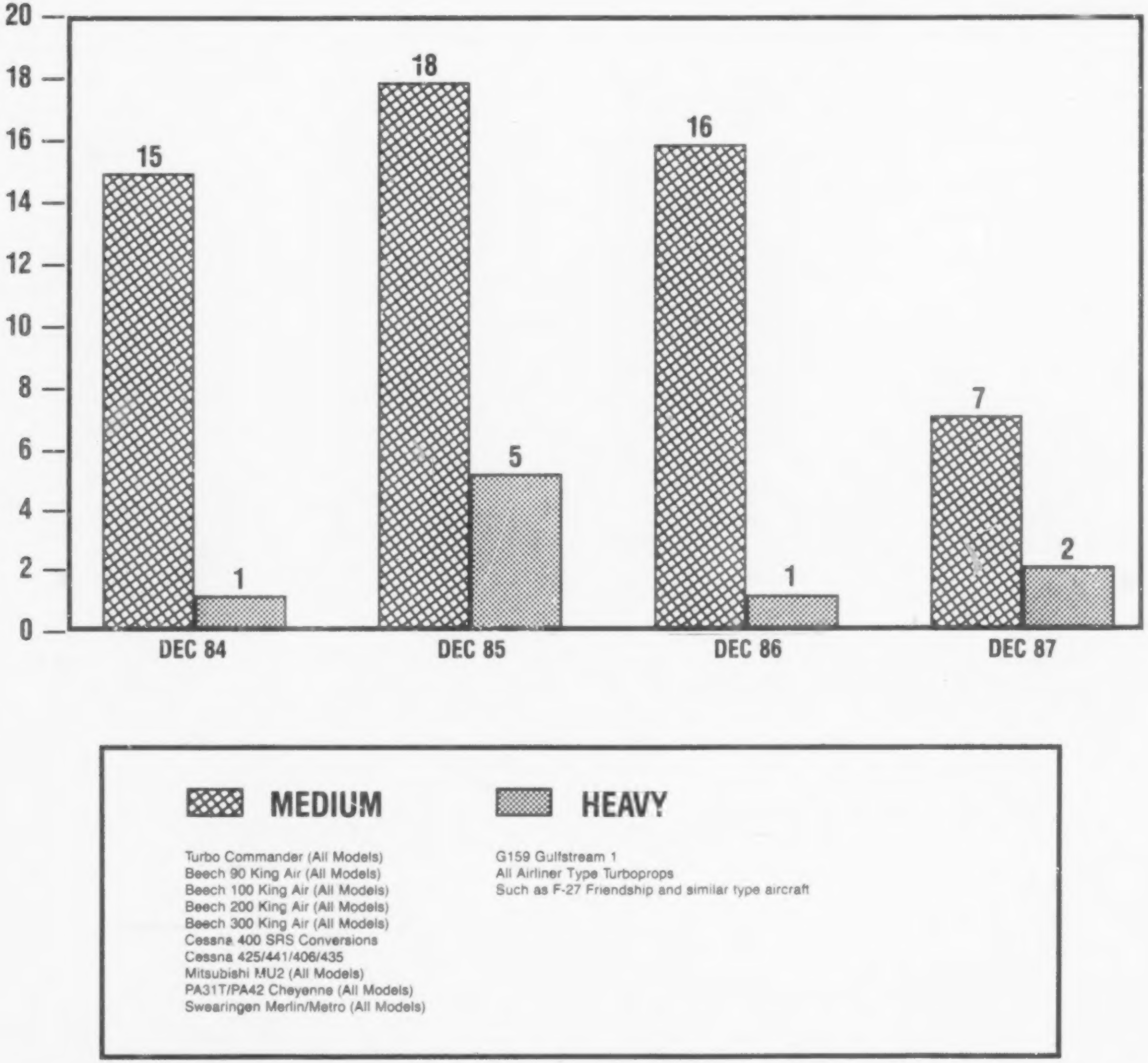
HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JANUARY 1988

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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THE WEEKLY OF
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Business Aviation
FEB 15, 1988
Vol. 46 No. 7

INTELLIGENCE

DOT SECRETARY James Burnley's suggestion that ATC operations be turned over to a user-owned company or private enterprise would remove thousands of highly-paid employes from the federal payroll and relieve the government of the responsibility of providing that service. It also permits Burnley to say he is willing to discuss a change in FAA's structure, rather than being painted as an opponent of FAA independence.

IMPOSITION of tariffs on Brazilian goods coming into this country, possibly including aircraft, appeared to be on a fast track when the Office of the U.S. Trade Representative announced it was reviewing the situation (BA, Nov. 30/171). Nearly two months after a Dec. 18 public hearing, however, no action has been taken and USTR officials refuse to provide any substantive information on the subject. Uncertainty about tariff imposition has caused Texas Air and ASA to delay delivery of at least four Embraer Brasilias and the number of "white tails" on the ramp at Embraer is expected to grow unless the matter is resolved soon.

BEECH AIRCRAFT has encountered yet another delay in achieving certification of its Starship aircraft. Officials say the aircraft's stall warning system would not operate satisfactorily in at least one "extreme" maneuver to be accomplished during function and reliability (F&R) testing. The contractor that supplies the stall warning system is working to develop an improved system. Problem will "cost us a few weeks" of additional time, a spokesman said. He emphasized that the delay has nothing to do with the aircraft's composite structure.

BURNLEY SUGGESTS USER GROUPS, PRIVATE FIRM SHOULD RUN ATC SYSTEM

Transportation Secretary James Burnley endorsed the concept of making major changes in FAA's organizational structure last Thursday during a speech at the National Press Club, including the possibility of turning operation of the nation's air traffic control system over to a user-owned corporation or private enterprise. Referring to Sen. Wendell Ford's proposed legislation, S.1600, that would create an independent FAA, Burnley said FAA is constrained by rigid personnel regulations that govern all federal agencies, a complex and time-consuming procurement process and the uncertainties of the federal budget process. He said proposals to make FAA an independent federal agency or a federal corporation would not resolve those problems.

Burnley said "one possible approach would be to place air traffic operations in a separate, non-profit, user-owned corporation" that would "take over all air traffic control facilities and equipment." Users of the ATC system would then be charged for ATC services on a transaction by transaction basis in much the same way that Eurocontrol functions in Europe. Policy for this user-owned company would be set by a board of directors and its operations would be regulated by FAA. Burnley compared the operation of such a corporation to that of Aeronautical Radio Company, which provides communication services for airlines and other aviation enterprises.

He said another suggested approach is a "management contract option," under which the operation of the ATC system would be contracted out to private industry. Burnley noted FAA already contracts

(Continued on the following page)

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STATUS OF AIRPORT & AIRWAY TRUST FUND

NOVEMBER 30, 1987

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,092,169,996.05	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	5,883,000.00	12,277,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	450,000.00
2. Non-commercial 9 cents tax	1,799,000.00	3,743,000.00
3. Non-commercial 3 cents tax	600,000.00	1,248,000.00
4. Transp by air,seats,berths,etc.	248,576,000.00	496,878,000.00
Use of international trav fac	9,162,000.00	19,461,000.00
Transp of property and cargo	14,584,000.00	29,523,000.00
Total Tax Receipts	280,822,000.00	563,580,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	0.00
2. Any liquid fuel except gas	0.00	0.00
3. Gasoline -Retailer's tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	0.00	0.00
Net Tax Receipts	280,822,000.00	563,580,000.00
C. Interest on Investments	5,618,070.94	9,777,476.25
Net Receipts	286,440,070.94	573,357,476.25
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	0.00	0.00
2. Grants-in-aid for airports	73,787,788.48	142,031,971.30
3. Facilities & equipment	59,754,874.27	114,284,635.97
4. Research engineering & development	9,483,774.91	16,384,139.01
B. NOAA weather services	0.00	0.00
C. Interest on Refund of Taxes	0.00	0.00
Total Expenditures	143,026,437.66	272,700,746.28
IV. BALANCE - END OF PERIOD	10,235,583,629.33	10,235,583,629.33

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	762.62	
Operations	-1,625.59	
Grants-in-aid for Airports	15,431,622.40	
Facilities & Equipment	28,350,186.33	
Research Engineering & Development	10,466,683.57	
NOAA weather services	0.00	
		$ 54,247,629.33
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing JUNE 30, 1988	$ 10,181,336,000.00	
		10,181,336,000.00
Total Assets		10,235,583,629.33
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,235,583,629.33
Total Liabilities and Equity		10,235,583,629.33

NOTE

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2/19/88 C5800-30

THE WEEKLY OF

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Business Aviation

FEB 22, 1988

Vol. 46 No. 8

INTELLIGENCE

BALANCE in the Airport and Airway Trust Fund will grow nearly 30 percent in just two years, according to budget figures released by the Reagan Administration last week. Balance in the fund was \$8.62 billion at the beginning of fiscal 1987 and is projected to grow to \$11.16 billion by the beginning of fiscal 1989. The government expects to collect about \$3.38 billion in Trust Fund user taxes in fiscal 1988 and about \$3.65 billion in fiscal 1989.

FAA had received applications from 182 operators as of last Thursday seeking an extension of time to comply with the agency's requirement to install fire-blocking materials. Of the 182 submitted, FAA has processed 133 applications that cover 354 aircraft. All of the applications processed have been approved, but the agency is standing by its earlier statement that operators subject to the rule who have not complied or been granted extended time by Feb. 24 may not carry commercial passengers after that date.

REPRESENTATIVES of four general aviation groups—GAMA, NBAA, AOPA and NATA—met with top officials of the Federal Trade Commission last week to discuss the FTC's recent airline deregulation study, which said small aircraft are a "major source" of airspace/airport congestion (BA, Feb. 15/51). When the GA interests asked where FTC had obtained the information about small aircraft, FTC staffers responded that much of it had been provided by the Massachusetts Port Authority, which is attempting to sharply increase fees for GA operations at Boston's Logan International Airport.

FAA 1989 BUDGET PROPOSES BIG INCREASE IN F&E FUNDING AUTHORITY

The Reagan Administration's fiscal 1989 budget proposal calls for a sharp increase in FAA budget authority for spending on Facilities and Equipment (F&E) programs, primarily for equipment needed for the agency's ongoing modernization of the air traffic control system.

The budget proposal, released last week, calls for total obligational authority of \$6.93 billion for FAA in fiscal 1989, an increase of \$790 million, or about 12.8 percent above the fiscal 1988 level. Those figures are somewhat misleading, however. While the agency is seeking \$1.7 billion in authority for grants-in-aid to airports (the Airport Improvement Program), the Administration said it plans to limit new obligations for airports to \$1.2 billion in fiscal 1989. Discounting that \$500 million difference in the airports program, the total obligational authority being sought for FAA would be \$6.43 billion.

Obligational authority sought for F&E is \$1.6 billion, a 44.4 percent increase over the current year's \$1.1 billion. Research, engineering and development funding request is \$155 million, compared to \$153 million this year. All funding for AIP, F&E and R,E&D programs would come from the Airport and Airway Trust Fund, a total of \$2.95 billion. In addition, FAA is seeking \$3.445 billion for Operations and Maintenance (O&M), of which \$1.47 billion would come out of the Trust Fund. In fiscal 1988, FAA has an O&M budget of \$3.15 billion, of which \$827 million is coming from the Trust Fund.

DOT said it is "proposing to fund operations recovery of 50 percent of the funds made available for airport grants, F&E and research" as provided in the 1987 reauthorization legislation, "but to waive the 'penalty provision' for 1989 which would otherwise reduce the amount available (from the Trust

(Continued on the following page)

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SIX BUSINESS JET ACCIDENTS, INCIDENTS REPORTED DURING QUARTER -- Six accidents or incidents involving business jet aircraft were reported during the fourth quarter of 1987, according to information compiled by Robert E. Breiling Associates. A brief description of the business jet accidents/incidents, along with information on mishaps involving business turboprop and helicopter operations, is shown in charts on the back of Pages 61-62. More information regarding comprehensive specific aircraft accident analysis reports detailing all business jet, business turboprop and twin-turbine helicopter accidents and their comparative performance or specific aircraft reviews, is available from Robert E. Breiling Associates, 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487; telephone (305) 997-2580.

HEARINGS SCHEDULED ON PROPOSED GRAND CANYON FLIGHT RESTRICTIONS -- Federal Aviation Administration has scheduled two public hearings next month on proposed restrictions to flight operations in the vicinity of the Grand Canyon National Park. FAA established Special Federal Aviation Regulation No. 50-1 in mid-1987 following a midair collision a year earlier between two sightseeing aircraft operating over the canyon (BA, June 23, 1986/194). That regulation includes restrictions on aircraft operating up to 9,000 feet MSL in the airspace above the canyon.

Legislation enacted last summer required the Interior Department to submit recommendations to FAA for establishment of an aircraft management plan in the area. The Interior Dept. recommendations, issued last December, would impose restrictions over the geographical boundaries of the canyon from the surface to 14,500 feet. In addition, Interior called for a series of Special Flight Rules Areas, that would ban nearly all flights below the canyon rim, establish flight-free zones in four areas covering nearly 44 percent of the park area and modify or eliminate a number of low-altitude federal airways, plus make related changes. The legislation adopted last year directs FAA to adopt the Interior Dept. recommendations "to the extent consistent with air safety" following a hearing and opportunity for comment. FAA said the hearings, scheduled for March 2 in Phoenix, Ariz. and March 3 in Las Vegas, Nev. will examine the Interior Department's proposals. FAA is expected to publish an NPRM based on Interior's recommendations in two to three weeks.

FLIGHTSAFETY POSTS RECORD NET PROFIT, REVENUES FOR QUARTER, FULL YEAR -- FlightSafety International reported $11.2 million net profit on $36.4 million revenues for the fourth quarter, up 38 percent and 28 percent, respectively, from the year-earlier period and both records. Record net profit and revenues also were posted for the full year, with profit climbing 42 percent to $41.8 million and revenues 26 percent to $135.9 million. Bottom-line results benefited from a change, effective Jan. 1, 1987, on the estimated useful lives of company-owned flight simulators from eight years to 12. Salvage value of the simulators, previously carried on company books at "zero" value, also was changed to 10 percent of original cost. The changes in depreciation accounted for $1.9 million of fourth quarter net profit and $6.4 million of 1987's net profit. President Albert Ueltschi attributed the record profit and revenues to expanded aircraft and marine training contracts, including FlightSafety's assumption during the year of training programs at Beech Aircraft and Boeing de Havilland of Canada. Also cited were airline and U.S. government agreements.

SPECIAL CONDITIONS ISSUED TO INCORPORATE ADI PROVISIONS -- Special conditions have been issued to become part of the certification basis for several models of Cessna and Gulfstream Aircraft that have been modified to incorporate anti-detonation fuel injection system provisions. Petersen Aviation Inc. had previously submitted several applications for supplemental type certificate approval for design changes necessary to incorporate the system on the aircraft. Installation incorporates ADI tanks, pumps, lines, and an associated control system to supply ADI fluid to the engines in measured quantities to allow the engine to be operated on autogas. Affected aircraft include Cessna Models 185, 188, 206, 207, 210, 310, and 320, and the Gulfstream Model 500. According to the Federal Aviation Administration, certification basis does not currently contain adequate or appropriate safety standards for these systems. The special conditions contain "the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes," FAA said. Petersen has also indicated to FAA that they plan substantially equivalent modifications to several other makes and models of small airplanes. For information, contact Oscar Ball, Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Mo. 64106, (816) 374-5688.

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FOURTH QUARTER 1987 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM
10-26	H-500	Eng. malf/failure during cruise	N47861	CA	Cru	Comm	-	S
11-11	FH-1100	Hit object during precautionary ldg.	N35HA	OR	Ldg	Comm	-	S
11-11	H-500	Tail rotor shaft malf/fail. climb	N77DJ	HI	Clb	Comm	-	S
11-19	B-206B	Hooked skid in tree limb during hover	N1073N	NM	Hvr	Comm	-	D
11-19	B-206L	Attempted TO while tied down	N66WL	CA	TO	Corp	-	S
11-24	B-206	Aircraft made hard landing	N3888Q	MA	Ldg	Radio	-	S
12-10	B-206L	Dest. by fire during oxy. serviceing	N86CH	AR	Pkd	Comm	-	D
12-12	B-206	Hard ldg., practice auto rotation	N2764F	LA	Ldg	Comm	-	S

FOURTH QUARTER 1987 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM
10-30	A-109	Encountered ground resonance, taxi	N109AM	NY	Txi	Comm	-	S
12-07	B-412	Crash approach, mtnce. test flight	N3910U	TX	App	Comm	-	D
12-21	SA-330J	Hit object during off shore landing	N3596N	LA	Ldg	Comm	15	D

Source: Robert E. Breiling Associates

* Damage: D-destroyed; S-substantial; M-minor (Incident).

FOURTH QUARTER 1987 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM*
10-11	DA-20	Pressurization loss, ocean ditching	EC-EFI	Iceland	Cru	Comm	-	D
10-15	DA-100	Attempted roll after low pass	N121FJ	CA	Clb	Mfg	3	D
10-25	1121	Main gear scissor failed, ground loop	N707TE	TN	Ldg	Corp	-	M
11-03	L-35A	Wind shear ldg. Engine separation	N888DJ	FL	Ldg	Comm	-	S
11-04	L-35A	Hyd. Failure taxi, hit two aircraft	N900JE	FL	Txi	Corp	-	S
12-05	DH-125	Crash during engine out approach	N400PH	KY	App	Corp	2	D
12-06	CL-600	Yaw damper malf. dutch roll resulted	N125PS	CA	Cru	Corp	-	N

FOURTH QUARTER 1987 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM
10-08	690B	Lost control ldg., gear collapse	N711TT	NM	Ldg	Pvt	-	D
10-12	BE-100	Pass. retracted gear during landing	N601TA	FL	Ldg	Comm	-	S
10-14	MU-2D	Gear collapsed landing	N500X	MD	Ldg	Pvt	-	M
10-16	BE-200	Gear collapsed landing	N179MC	OK	Ldg	Bus	-	S
10-19	BE-200	Struck high ground on ILS approach	G-MAJI	Malaga	App	Comm	1	D
11-09	BE-200	Taxi into deep ditch	N1072	AL	Txi	Gov't	-	S
11-15	CE-441	Flew into ground, radar tracking	N2484B	CA	Cru	Gov't	2	D
11-16	BE-200B	In flight breakup during descent	N334DP	WI	Des	Corp	8	D
11-30	BE-90	In flight breakup during IFR climb	N4463W	SC	Clb	Bus	2	D
12-29	SA-26AT	Overshot landing. High elev.runway	N4468M	CO	Ldg	Corp	-	S

* Damage: D-destroyed; S-substantial; M-minor (Incident).

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FEB 29, 1988
Vol. 46 No. 9

INTELLIGENCE

A THREE-JUDGE panel of the U.S. Court of Appeals has rejected a request by the National Air Transportation Association for a stay of SFAR 52, which required installation of fire-blocking material in Part 135 aircraft by Feb. 24 (BA, Feb. 22/60). NATA is expected to file a request this week for en banc reconsideration of its motion. FAA officials said Friday they had received requests for extended time to comply with the fire-blocking rules from 217 operators of which 205 have been processed.

HOUSE AVIATION subcommittee is scheduled to hold a mark-up session on general aviation product liability legislation this Thursday. The legislation, H.R.2238, has approximately 175 co-sponsors.

MASSPORT is going all out to try and persuade residents of the Boston area that general aviation is the root cause of congestion at Logan Airport, including a full page ad in local newspapers and, according to one source present at the hearing, busing in "little old ladies" from East Boston and furnishing them with signs that read "If you want to fly recreationally, go fly a kite." The ad, which ran in the Boston Globe and Herald, quotes the recent report released by the Federal Trade Commission (see ad on the back of Page 70). Officials at FTC previously acknowledged that they had obtained much of their information about small aircraft from Massport (BA, Feb. 22/57).

GA GROUPS CALL MASSPORT PACE PROPOSAL 'OUTRIGHT DISCRIMINATION'

The Program for Airport Capacity and Efficiency (PACE) proposed by the Massachusetts Port Authority to reduce traffic congestion at Boston's Logan International Airport met with vehement opposition from several general aviation groups last week who said the proposal was "outright discrimination" and in violation of federal law. Massport Board of Directors is expected to make a final determination on the proposal, which could raise peak hour landing fees for general aviation to $156 (BA, Feb. 8/41), at a meeting on March 16.

At the hearing Feb. 22, Aircraft Owners and Pilots Association said Massport's fee structure "has no bearing on reality...th[illegible] about cost recovery, this is about getting general aviation off the airport." Larry Burian, p[illegible] the National Air Transportation Association, said "forcing general aviation from the airport w[illegible]y increase airline congestion and noise at Logan by encouraging additional airline activity." Burian said "by imposing an economic penalty, the Port Authority is discriminating against general aviation operations."

Speaking for the General Aviation Manufacturers Association, James Walsh, president and chief executive officer of Wyman-Gordon Company and GAMA board chairman, said the proposal "has absolutely no merit and imposes an undue burden on interstate commerce." Walsh said the most practical way of increasing airport capacity is to "complete development of runway 14/32 for general aviation and commuter use." Regional Airline Association President Duane Ekedahl said the loss in economic activity from the reduction of regional airline service could total $163 million and translate into the loss of more than 5,000 jobs throughout the New England area. He said "in accepting over $4 million in federal airport grants since 1982, Massport agreed to provide access to Logan on fair and reasonable terms without discrimination."

Thomas Champion, assistant to the executive director at Massport, said the board "received some

(Continued on the following page)

NOW ONLINE WORLDWIDE

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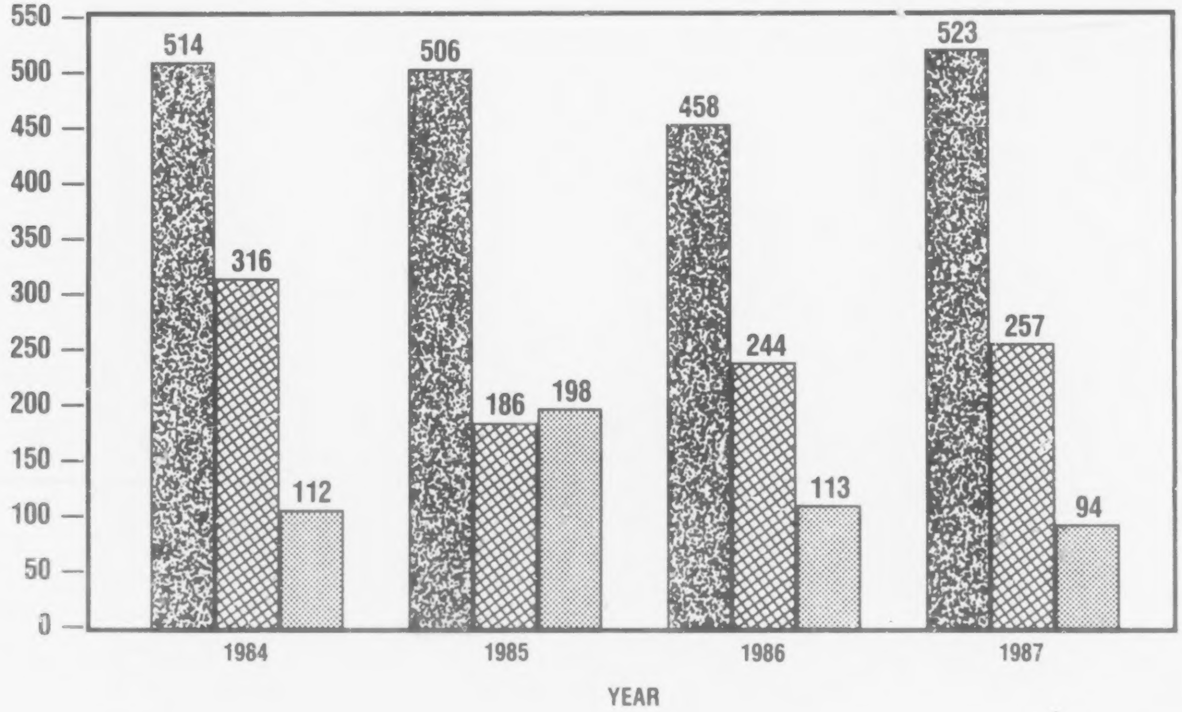
USED RETAIL JET DELIVERIES - NORTH AMERICA



▨ LIGHT

- SN601 Corvette
- Beechjet 400
- Citation 1 + 2
- Falcon 10 + 100
- I A I 1121 A/B/C Commodore Jet
- Lear Jet 23/24/25/28/29/35/36
- MU300 Diamond 1/1A/2
- MS760 Paris Jet

▩ MEDIUM

- Citation 3
- Falcon 20/200
- BAE 125 (All Models)
- I A I 1123/1124/1124A Westwind
- I A I 1125 Astra
- Lear Jet 55/55ER/55LR/55XLR/55C
- Saberliner (All Models)

░ HEAVY

- CL600/601 Challenger
- Falcon 50/900
- G1159 Gulfstream 2/2B/3/4
- Lockheed Jetstar (All Models)
- All Airliner Type Jets
- Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

FEBRUARY 88

USED JET, TURBOPROP DELIVERIES INCREASED WORLDWIDE IN 1987 -- Retail deliveries of used business jet and turboprop aircraft increased in both North America and the rest of the world during 1987. The worldwide delivery figures for used aircraft were compiled by Aviation Data Service of Wichita, Kan., which specializes in the collection of aircraft delivery and fleet information for both general aviation and air carrier markets.

Used retail jet deliveries in North America numbered 874 last year, an increase of 59, or 7.2 percent, from the 815 delivered in 1986 (see charts on the back of Pages 66-69). Percentage increase was even greater outside North America as used jet deliveries rose from 171 in 1986 to 191 last year, a gain of 11.6 percent. The number of used jet deliveries outside North America was the highest in the past four years and Aviation Data officials said the continuing decline in the value of the U.S. dollar compared to many foreign currencies has made aircraft an attractive purchase for foreign buyers.

Deliveries of used turboprops to North American customers rose from 962 in 1986 to 1,039 last year, an increase of eight percent, but well short of the 1,216 retail deliveries in 1985. Outside North America, deliveries of used turboprops was up 10.8 percent, from 258 in 1986 to 286 last year.

AOPA SEEKS GOV. DUKAKIS' INVOLVEMENT IN MASSPORT ISSUE -- Aircraft Owners and Pilots Association has sent a letter to Massachusetts Governor and Democratic presidential candidate Michael Dukakis urging his assistance in the withdrawal of PACE, the capacity program proposed by the Massachusetts Port Authority at Logan Airport. In the letter, AOPA President John Baker asked Dukakis to "use your influence with Massport officials in a manner which would clear the way for an open and honest dialogue between interested parties who are becoming more polarized each day." Baker referred to a speech made by Dukakis in Bangor, Maine, in which Dukakis indicated he was having "second thoughts" about the PACE plan and would "try to make whatever adjustments may be needed to accommodate lawmakers who oppose PACE." Baker said "this comes as extremely encouraging news to many air travelers who depend on general aviation and commuter access to Logan, access which, in effect, will be foreclosed if PACE is approved."

MANDATORY SERVICE BULLETIN AFFECTS 2,800 BEECH AIRPLANES -- Beech Aircraft Corp. issued a mandatory service bulletin last week to operators of some 2,800 Beech airplanes, calling for immediate inspection of the Inconel nut used in the lower forward wing attachment fitting on the affected aircraft. Beech, which has asked FAA to adopt an airworthiness directive incorporating the provisions of the service bulletin, said cracks were found in Inconel nuts on two aircraft. "Investigation by the hardware supplier revealed that a limited number of nuts had been over-crimped during manufacture, making them susceptible to sustaining a crack during installation." Since identification numbers are not stamped on the suspect nuts, they will have to be replaced in all aircraft that used that type of nut.

The service bulletin, SB 2248, applies to: Model 90, A90, B90, C90, C90-1, early C90A, E90, 100, A100 and B100 series King Airs; Beech 99, A99, A99A and B99 aircraft, and Model 65, 70, 80 and 88 Queen Airs in which Inconel hardware has been installed. Beech emphasized that the two incidents of cracked nuts were found during inspections and that there have been no accidents or incidents as a result of the problem. The cracks did not result from fatigue in service.

Beech said compliance with the SB will entail a one-hour inspection, after which aircraft can be returned to service if no cracks are found. The company emphasized that nuts which pass inspection should not be removed from the aircraft at this time as they would then be subjected to the stress of another installation procedure. The nut manufacturer is producing replacement hardware, which will be readily identifiable.

HELIBRAS/AEROSPATIALE WINS BRAZILIAN HELICOPTER CONTRACT -- Helibras, the Brazilian helicopter manufacturer jointly owned by Aerospatiale, Engesa and the state of Minas Gerais, was awarded a contract this month for 52 attack and utility helicopters in a program expected to involve 366 aircraft (BA, Feb. 1/33). Brazil selected the Aerospatiale AS-350L1 Ecureuil, which it calls the CH-50 Esquilo, for its reconnaissance/attack mission, and the SA-365FK Dauphin 2 for its utility/assault role. Helibras will provide 16 Ecureuils and 36 Dauphins as the first installment of the program, which is expected to continue over the next 20 years. The value of the contract wasn't disclosed. An industry source said that the timetable for full local production of the Esquilo will be accelerated.

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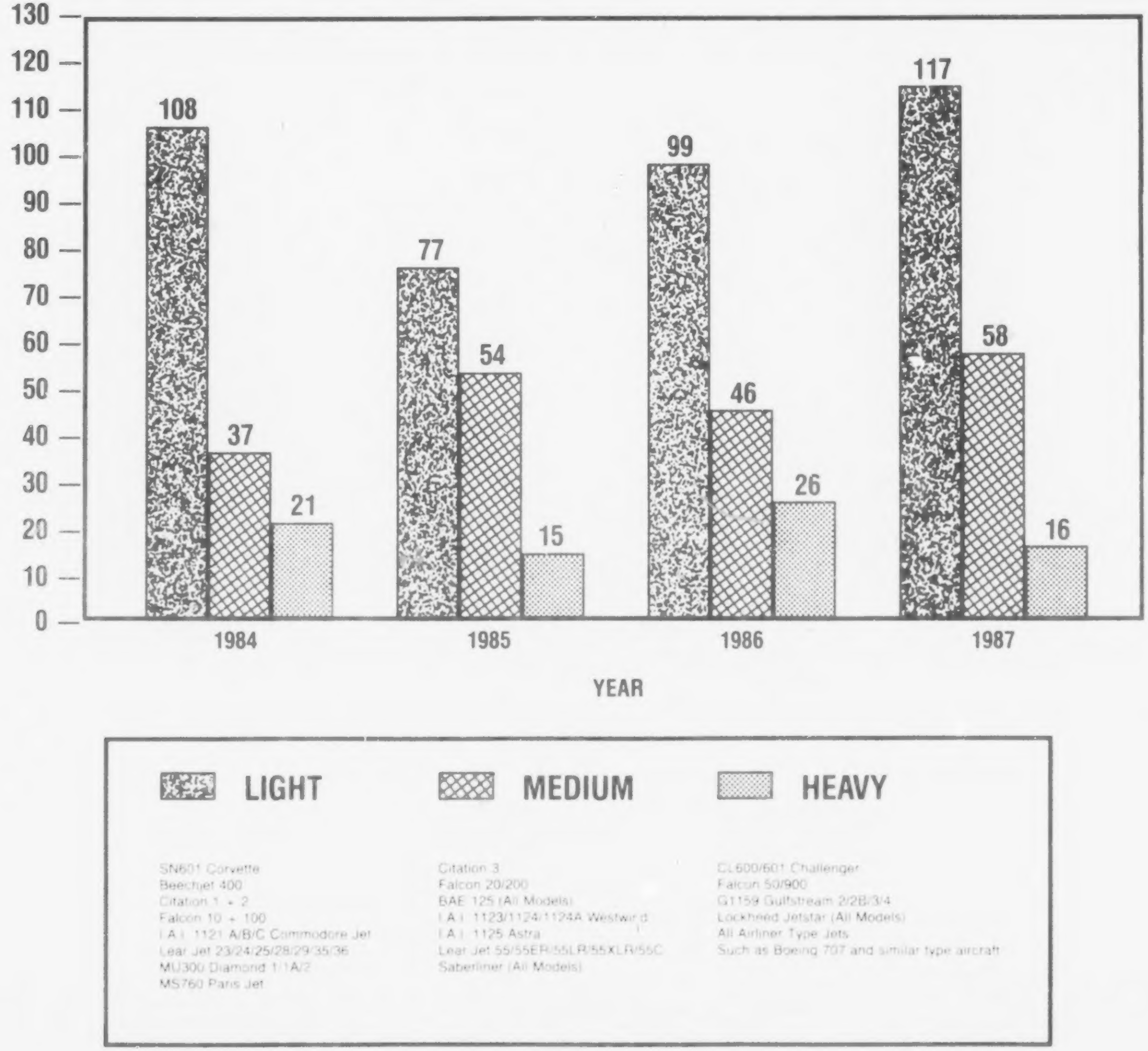
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

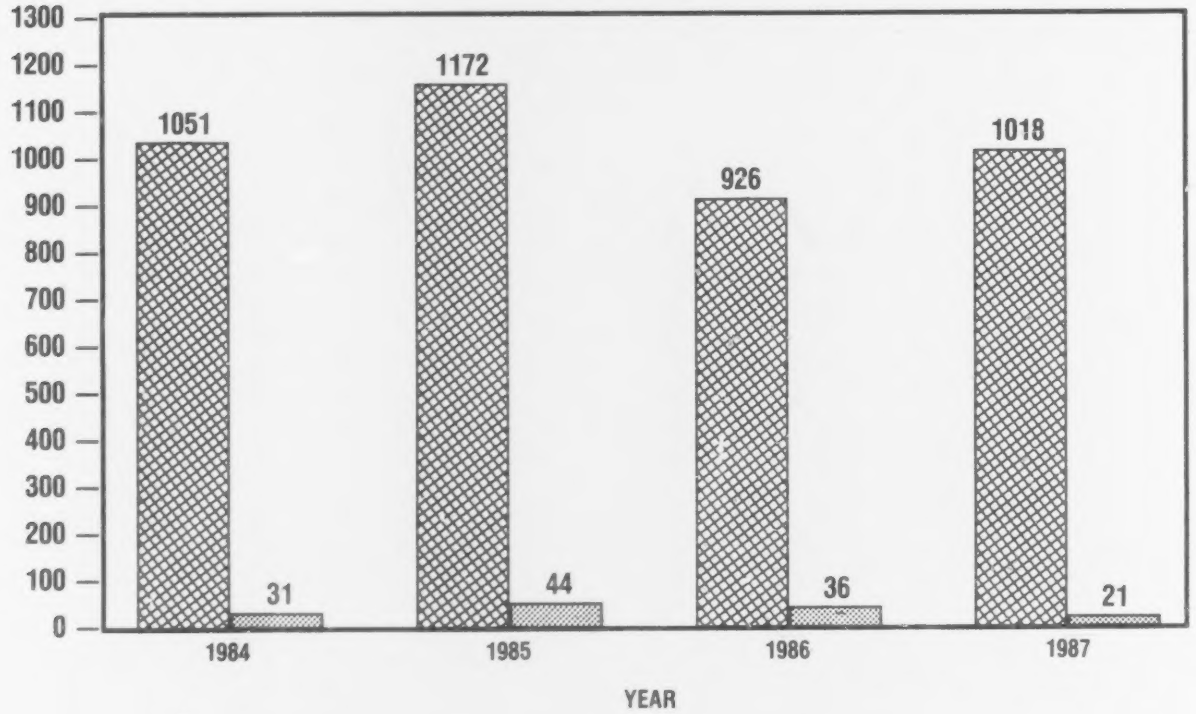
HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

FEBRUARY 88

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



▩ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

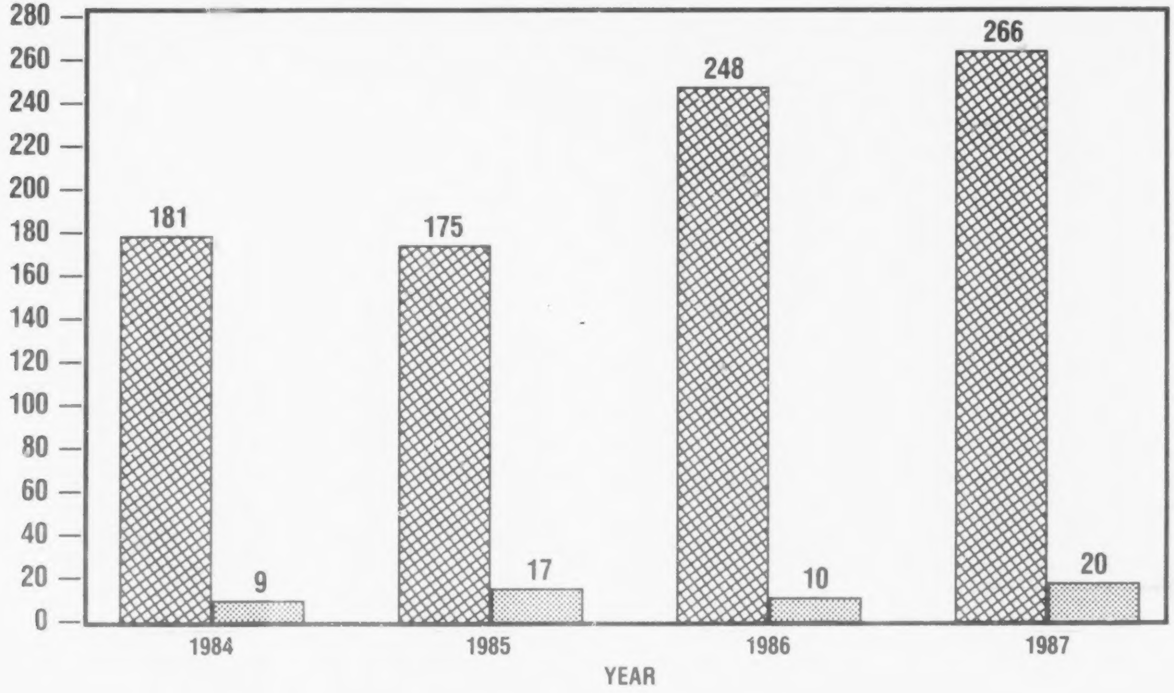
▨ **HEAVY**

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

FEBRUARY 1988

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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▒ **HEAVY**

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

FEBRUARY 1988

STATUS OF AIRPORT & AIRWAY TRUST FUND

DECEMBER 31, 1987

	CURRENT MONTH	FISCAL YEAR TO DATE
I. **BALANCE - BEGINNING OF PERIOD**	$ 10,235,583,629.33	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	5,110,000.00	17,387,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	1,784,000.00	2,234,000.00
2. Non-commercial 9 cents tax	1,859,000.00	5,602,000.00
3. Non-commercial 3 cents tax	1,056,000.00	2,304,000.00
4. Transp by air,seats,berths,etc.	201,028,000.00	697,906,000.00
Use of international trav fac	5,998,000.00	25,459,000.00
Transp of property and cargo	12,986,000.00	42,509,000.00
Total Tax Receipts	229,821,000.00	793,401,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	260.00	260.00
2. Any liquid fuel except gas	1,090,930.00	1,090,930.00
3. Gasoline -Retailer's tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	1,091,190.00	1,091,190.00
Net Tax Receipts	228,729,810.00	792,309,810.00
C. Interest on Investments	413,955,274.80	423,732,751.05
Net Receipts	642,685,084.80	1,216,042,561.05
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	0.00	0.00
2. Grants-in-aid for airports	106,843,157.00	248,875,128.30
3. Facilities & equipment	123,576,731.96	237,861,367.93
4. Research engineering & development	17,485,434.06	33,869,573.07
B. NOAA weather services	7,072,750.00	7,072,750.00
C. Interest on Refund of Taxes	62,230.00	62,230.00
Total Expenditures	255,040,303.02	527,741,049.30
IV. BALANCE - END OF PERIOD	10,623,228,411.11	10,623,228,411.11

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	1,367.42	
Operations	-1,625.59	
Grants-in-aid for Airports	-16,411,534.60	
Facilities & Equipment	10,784,954.37	
Research Engineering & Development	7,981,249.51	
NOAA weather services	0.00	
		$ 2,354,411.11
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 10,620,874,000.00	
		10,620,874,000.00
Total Assets		10,623,228,411.11
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,623,228,411.11
Total Liabilities and Equity		10,623,228,411.11

7/a

NOTE

ONLY THE FOLLOWING PAGES OF THIS

PUBLICATION HAVE BEEN FILMED

Pages: 89, 90a, 91a, 92a, 93a,

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3/22/88 C5800-30

THE WEEKLY OF
BUSINESS AVIATION™
Business and Commercial Aviation
MAR 21, 1988
Vol. 46 No. 12

INTELLIGENCE

10-YEAR COST to the aviation industry of complying with proposed employe drug-testing regulations could be close to $1 billion, according to FAA figures (see related article on Page 92). Under one scenario, FAA said the aggregate 10-year cost (in 1987 dollars) of drug testing/rehabilitation programs would be $846.8 million.

REP. PETER RODINO (D-N.J.), chairman of the House Judiciary Committee who has refused to report out a GA product liability bill for the past several years (BA, Aug. 18, 1986/49), announced last week he will not seek re-election this fall. Rep. Jack Brooks (D-Tex.) is the next ranking Democrat on the panel and has expressed interest in switching from his post as chairman of the Government Operations Committee to head the Judiciary panel. Brooks, whose district includes Beaumont, Galveston and part of Houston, is not currently a co-sponsor of of H.R.2238, the General Aviation Standards Act (BA, March 7/74).

FAA ADMINISTRATOR Allan McArtor told Sen. Nancy Kassebaum (R-Kan.) last week that the general aviation product liability situation is "a very serious real barrier to competitiveness." Seeming to lend support to S.473 and H.R.2238, the two product liability bills currently in Congress, McArtor said, "I hope for a national standard in the near future."

MASSPORT ADOPTS PACE PLAN, INCLUDING $88 MINIMUM LANDING FEE

Massachusetts Port Authority last week adopted its Program for Airport Capacity Efficiency (PACE), which includes a minimum $88 landing fee at all times, and a revised weight-based landing fee of 47 cents per 1,000 pounds. Currently, fees are $1.31 per 1,000 pounds, with a $25 minimum landing fee. Plan adopted last week dealt with landing fees only. A spokesman for Massport said there is a legal separation between the landing fees issue and the terminal fees issue, which will be dealt with in April or May. David Davis, executive director of Massport, said of the proposed $65 general aviation terminal use fee, "I made it very clear, the general aviation terminal fee will be part of the PACE program." Davis said Massport had not included a previously proposed peak hour surcharge of $41 (BA, Dec. 14/185), because it had gotten "very little comment in favor of the surcharge," but said the surcharge would be studied and could be made part of Phase II of the PACE program. New landing fee structure will go into effect July 1. If the $65 terminal charge is adopted, total cost for general aviation will be $153, plus the weight-based landing fee.

The National Business Aircraft Association filed a formal complaint with the Federal Aviation Administration asking FAA to "exercise its authority to investigate and vacate new fees." The complaint invokes the FAA Administrator's responsibility to enforce statutory provisions which require federally funded airports to be available for "public use on fair and reasonable terms and without unjust discrimination."

Jonathan Howe, NBAA president, said "by increasing the landing fees for small aircraft from 43 percent to 260 percent, they (Massport officials) hope to drive upwards of half of the small aircraft operators away from Logan. That is unfair, unsound policy, and unlawful." Aircraft Owners and Pilots Association said the PACE program "has shown an absolute disdain for the democratic process" and

(Continued on the following page)

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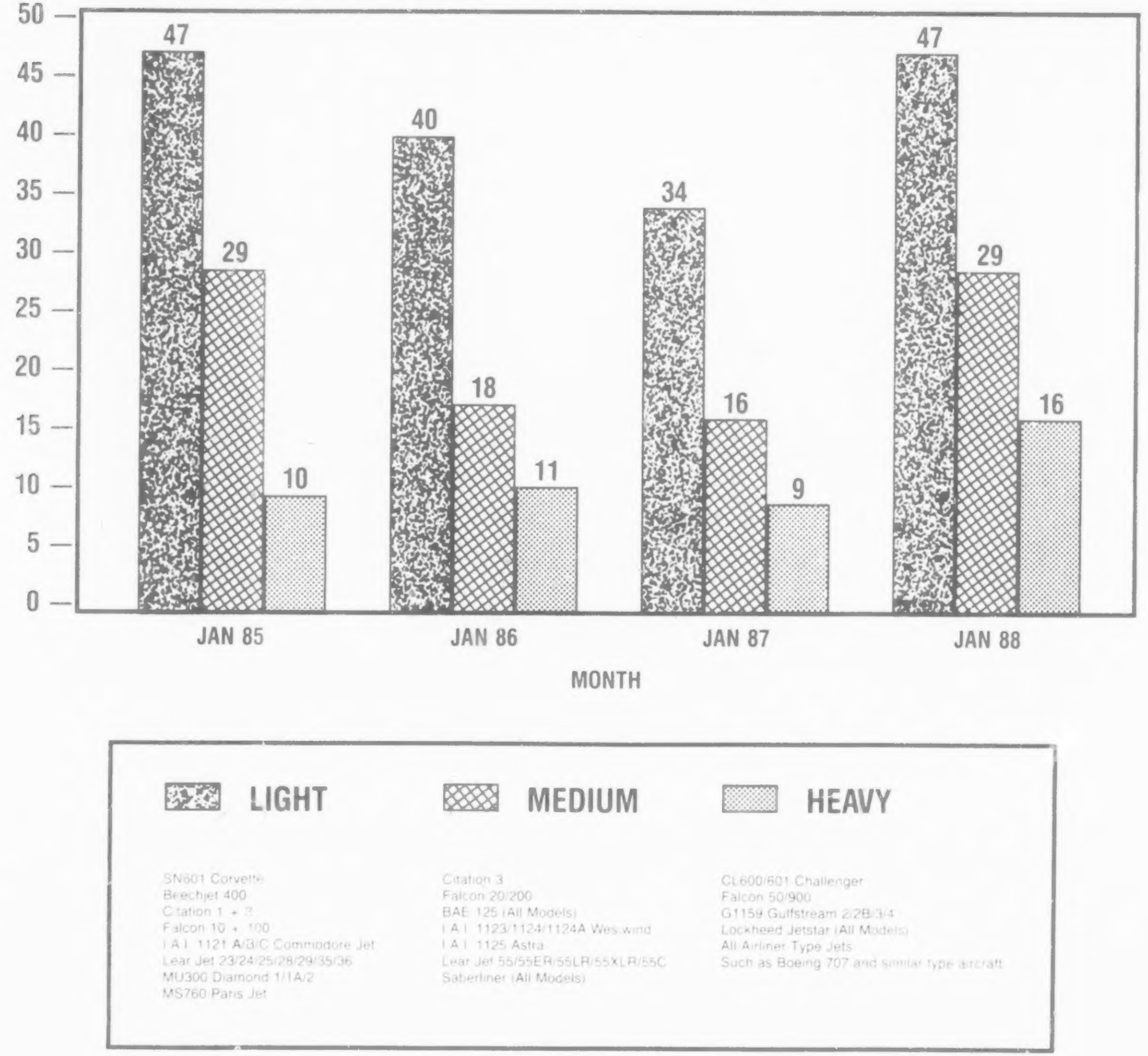
USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT

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MEDIUM

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I.A.I. 1125 Astra
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CL600/601 Challenger
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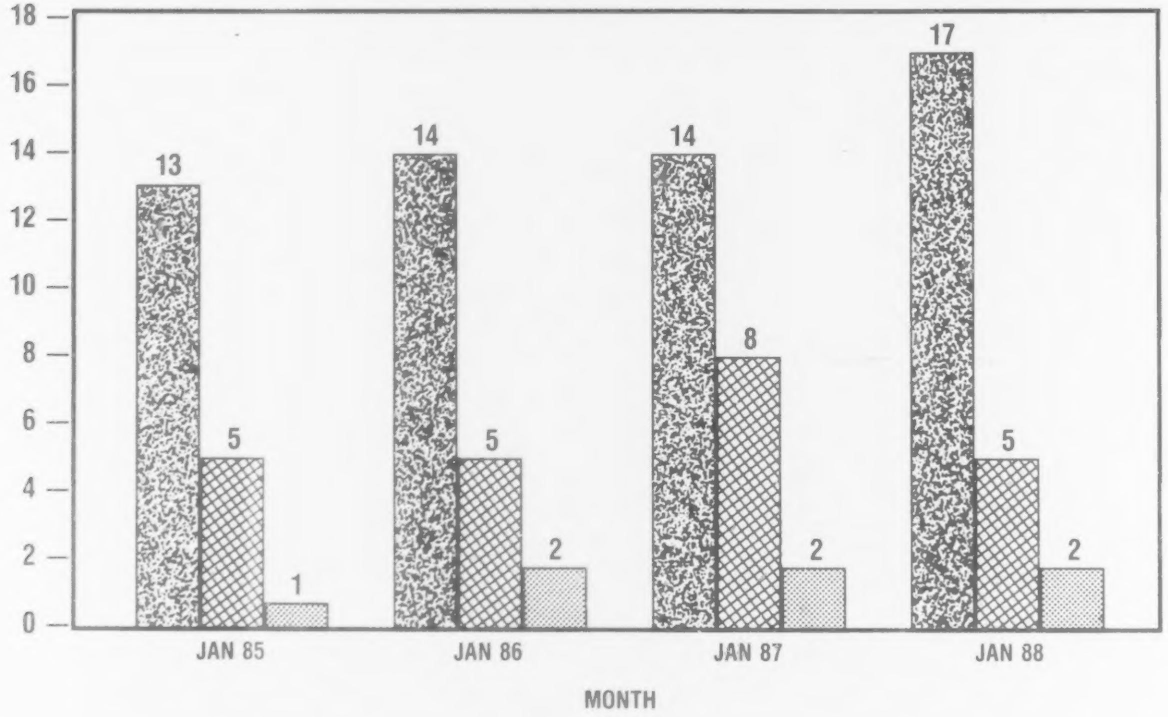
SOURCE: AVDATA, INC., WICHITA, KS.

MARCH 88

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



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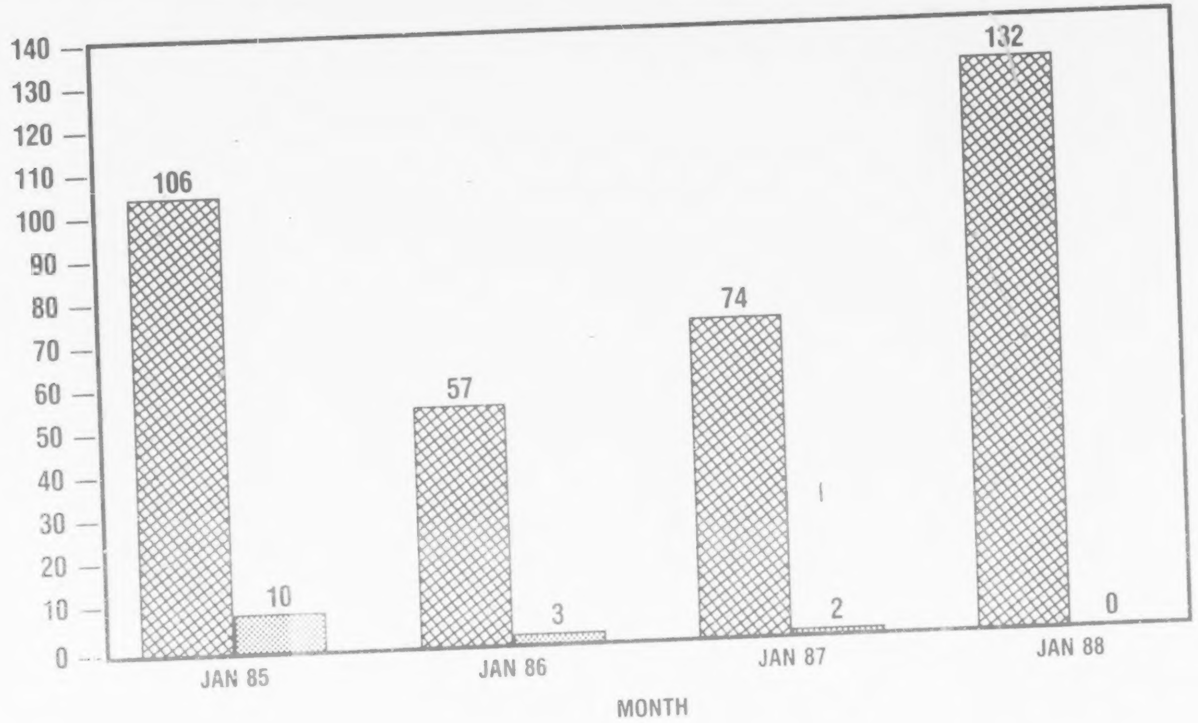
MARCH 88

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



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Swearingen Merlin/Metro (All Models)

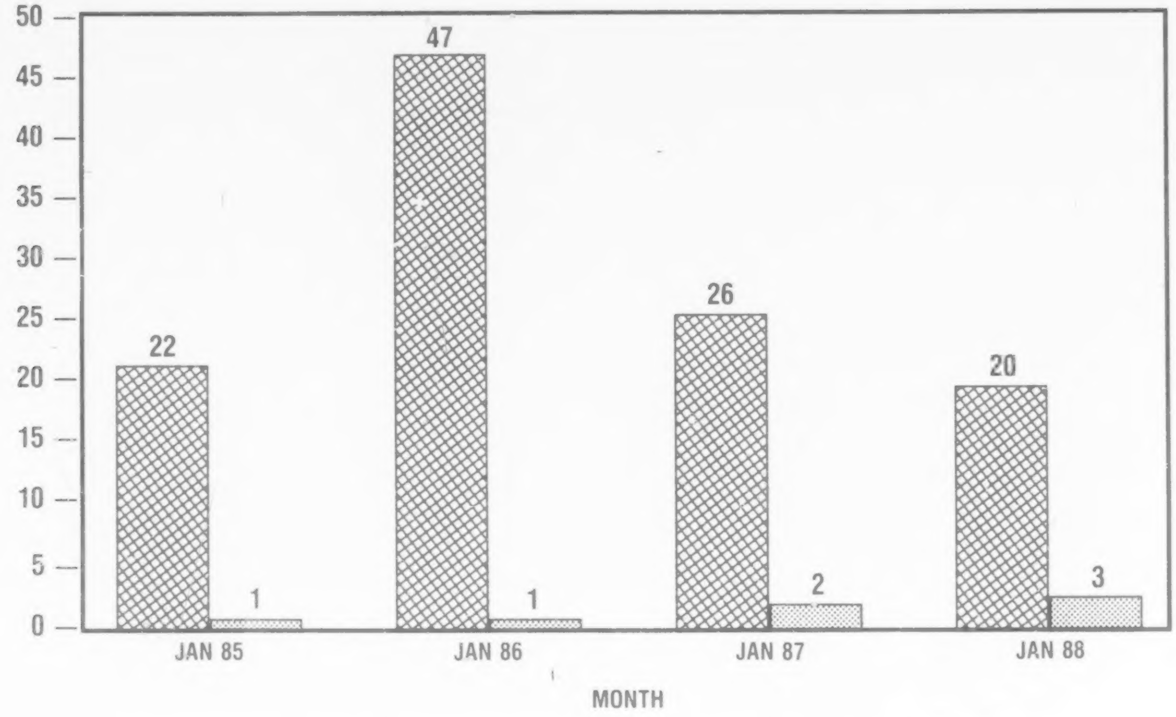
▒ **HEAVY**

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

MARCH 1988

SOURCE: AVDATA, INC., WICHITA, KS.

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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SOURCE: AVDATA, INC., WICHITA, KS.

MARCH 1988

STATUS OF AIRPORT & AIRWAY TRUST FUND

JANUARY 31, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,623,228,411.11	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,401,000.00	23,788,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	232,000.00	2,466,000.00
2. Non-commercial 9 cents tax	1,987,000.00	7,589,000.00
3. Non-commercial 3 cents tax	662,000.00	2,966,000.00
4. Transp by air,seats,berths,etc.	222,126,000.00	920,032,000.00
Use of international trav fac	7,553,000.00	33,012,000.00
Transp of property and cargo	12,723,000.00	55,232,000.00
Total Tax Receipts	251,684,000.00	1,045,085,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	260.00
2. Any liquid fuel except gas	0.00	1,090,930.00
3. Gasoline -Retailer s tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	0.00	1,091,190.00
Net Tax Receipts	251,684,000.00	1,043,993,810.00
C. Interest on Investments	851,744.10	424,584,495.15
Net Receipts	252,535,744.10	1,468,578,305.15
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	0.00	0.00
2. Grants-in-aid for airports	65,785,573.14	314,660,701.44
3. Facilities & equipment	74,088,429.01	311,949,796.94
4. Research engineering & development	6,357,080.13	40,226,653.20
B. NOAA weather services	0.00	7,072,750.00
C. Interest on Refund of Taxes	0.00	62,230.00
Total Expenditures	146,231,082.28	673,972,131.58
IV. BALANCE - END OF PERIOD	10,729,533,072.93	10,729,533,072.93

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	1,111.52	
Operations	-1,625.59	
Grants-in-aid for Airports	-897,107.74	
Facilities & Equipment	22,926,525.36	
Research Engineering & Development	1,624,169.38	
NOAA weather services	0.00	
		$ 23,653,072.93
Investments		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 10,705,880,000.00	
		10,705,880,000.00
Total Assets		10,729,533,072.93
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,729,533,072.93
Total Liabilities and Equity		10,729,533,072.93

NOTE

ONLY THE FOLLOWING PAGES OF THIS

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Pages: 121, 123, 123a, 124a,

125a, 126a, 127a

4/18/88 C5800-30

THE WEEKLY OF
BUSINESS AVIATION™
APR 18, 1988
Vol. 46 No. 16

INTELLIGENCE

DEADLINE for submission of bids to Integrated Acquisition for the Combs-Gates chain of fixed-based operations has been extended until 5 p.m. today (April 18). Extension was apparently granted to permit a late entry in the bidding, the Marriott Corp., to complete work on its proposal (BA, April 11/114).

SEN. WENDELL FORD (D-Ky.) will hold another hearing this Wednesday on his legislation to create an indepedent FAA, primarily to focus on the report by the Aviation Safety Commission, which will be released today (April 18). Those scheduled to testify include Jack Albertine, chairman of the Aviation Safety Commission, along with former FAA Administrators Donald Engen and Najeeb Halaby.

NTSB Chairman James Burnett said the Aviation Safety Commission had furnished him with a draft copy of its report, which recommended formation of a "super regulatory board" made up of several Cabinet level chairmen. Burnett said it was his understanding that recommendation was not "set in stone," and he suggested such an arrangement would "muddle responsibility."

TREASURY Department's Office of Depreciation Analysis has scheduled a meeting June 6 to discuss the proposed draft of a questionnaire to be sent to aircraft owners and operators as part of the Department's study of aircraft depreciation (BA, March 21/90). Copies of the draft questionnaire are expected to be distributed to an industry working group about two weeks before the meeting.

SUIT SEEKS 'MINIMUM' OF $1.6 BILLION FROM BEECH AIRCRAFT

A suit filed last week in federal district court in Kansas City seeks a "minimum" of $1.6 billion in damages from Beech Aircraft for alleged deficiencies in the wing structure of a number of aircraft models. The suit was filed as a class action on behalf of the approximately 3,000 owners of specified Beech models, including several King Air models, Queen Airs and Model 99s. The plaintiff named in the suit was Commander Properties Corp., which was identified as a Delaware corporation that bought a C-90 King Air several years ago for $750,000.

Linda Joseph, a Buffalo, N.Y. attorney who filed the suit on behalf of Commander Properties, said the suit maintains that Beech was negligent in designing an aircraft without redundant load paths in the wing structure. The suit lists a number of accidents involving Beech-built aircraft since 1979 that resulted from wing failure, although Mrs. Joseph acknowledged that her client's aircraft has not been involved in any accidents attributed to wing problems. In addition, the suit charges Beech with mail fraud and wire fraud for not informing owners of the affected aircraft about problems with the wing structure and not notifying owners of corrective action, such as installation of the "super spar" modification or incorporation of wing straps to strengthen the aircraft and reduce the possiblity of failure. The suit seeks a minimum of $405 million in damages for owners, which Mrs. Joseph said is based on an estimated $135,000 per aircraft to install the "super spar" modification. In addition, the suit seeks treble damages of at least $1.2 billion under the provisions of the Racketeer Influenced and Corrupt Organizations (RICO) Act.

A Beech spokesman said Friday the company had not yet received a copy of the suit and would not have any comment about pending litigation. While product liability suits have been a growing pro-

(Continued on the following page)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kathryn Bledsoe**/Assistant Editor, **Kenneth E. Gazzola**/Group V.P./Publisher • Published weekly by the Aerospace and Defense Group of McGraw-Hill Publications Co., a division of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020 (ISBN No. 0888-3467) • **Officers of McGraw-Hill Publications Co.**: President: Harold W. McGraw, III; Executive V.P.: Paul F. McPherson, Operating Support; John W. Patten, Management; Group V.P.: Kenneth E. Gazzola, Aerospace and Defense. **Officers of McGraw-Hill, Inc.:** Harold W. McGraw, Jr., Chairman; Joseph L. Dionne, President and Chief Executive Officer; Robert N. Landes, Executive V.P. and Secretary; Walter D. Serwatka, Executive V.P. and Chief Financial Officer • Subscription rates: U.S. qualified rate One year $345, 6 months $225. Quantity rates on request. Mailed first class.

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SENATORS EXPRESS 'STRONG OPPOSITION' TO FAA MODE C PROPOSAL -- A group of United States senators has written Transportation Secretary James Burnley protesting FAA's proposed rule which increases those areas in which aircraft are required to be equipped with Mode C transponders. In the letter, the senators said FAA's proposal to require transponders in all aircraft "from the ground to infinity in a cylinder 40 miles in diameter is a gross overreaction." The letter said additional data "and clutter on controllers' screens would make an already difficult job that much more difficult...indeed it would undermine safety, given the shortage of experienced controllers." Letter said the proposal to lower the en route Mode C requirement altitude from 12,500 to 6,000 feet "is unreasonable and an overreaction." Senators also asked Burnley for an economic impact analysis, which FAA said it would not do because the rule is considered to be a congressional mandate. Co-signers include Sen. Kent Conrad, (D-N.D.), Sen. Gordon Humphrey, (R-N.H.), John Heinz, (R-Pa.), Sen. Alan Simpson, (R-Wyo.), Sen. Malcom Wallop, (R-Wyo.), Sen. David Pryor, (D-Ark.), Sen. Don Nickles, (R-Okla.), Sen. Steve Symms, (R-Idaho), Sen. Max Baucus, (D-Mont.), Sen. Dave Durenberger, (R-Minn.), Sen. David Karnes, (R-Neb.) and Sen. Thomas Daschle, (D-S.D.).

BREILING CHARTS LIST 1987 BUSINESS AIRCRAFT ACCIDENTS -- A series of charts listing all accidents/incidents in 1987 involving business aviation airplanes and helicopters appear in this issue on the backs of Pages 123-127. The charts were prepared by Robert E. Breiling Associates, the aviation safety analysis firm. Breiling Associates has published four separate volumes, designed for aircraft operators and potential buyers, that provide comprehensive information and statistics about the safety of various aircraft models. Those publications include: Business Jet Accident Analysis for Corporate Aviation; Business Turboprop Accident Analysis; Twin Turbine Helicopter Accident Analysis; and, Annual Turbine Aircraft Accident Analysis. For additional information about those publications, contact: Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487; telephone (407) 997-2580.

JET AVIATION SAYS IT PLANS TO RETAIN MOST PHH AVIATION UNITS -- The president of Jet Aviation of America, which has entered into an agreement to acquire five of PHH Group's aviation holdings (BA, March 28/97), told BA that contrary to an earlier article Jet Aviation plans to retain all but one of the aviation properties it is acquiring. Robert Schaeberle took issue with a report that Jet Aviation "may move quickly to spin off the other aviation properties it is buying from PHH" (BA, April 11/113). He said Jet Aviation is considering restructuring or selling off the PHH Aviation Service Card business, which is headquartered in Hunt Valley, Md., because of the unique charteristics of that business. FBOs that accept the PHH card from purchasers of aviation products and services currently pay a fee to PHH and Schaeberle said FBOs would be reluctant to pay such a fee to a competing FBO operator like Jet Aviation. In regard to the other PHH units, however, Schaeberle said, "at this time we do not have any intention of spinning these off." With Jet Aviation's focus on management of corporate aircraft, the acquisition of Executive Air Fleet, Teterboro, N.J., is obviously a key part of the agreement with PHH. Combined with Jet Aviation's existing aircraft management operations in this country and Europe, he said the company will have a combined fleet of about 120 aircraft. With that many aircraft under contract, he said there is always someone trading up and switching aircraft, which means that a used aircraft sales entity like EAF Aircraft Sales will be a necessity. Schaeberle said the broad-based services offered by Aviation Consulting Inc. will not pose any conflicts with the company's other business units and noted that some of the company's European principals have been involved in consulting operations there. Schaeberle acknowledged that because of the decision by UPS to begin operating its own aircraft, the existing business base of PHH Air (formerly Ryan Aviation) will be reduced. He added, however, that there are a number of opportunities in that end of the business and said Jet Aviation planned to continue PHH Air and was exploring ways to expand its contract carriage operations.

FLIGHTSAFETY INTERNATIONAL REPORTS $11.7 MILLION NET INCOME -- FlightSafety International, the New York-based simulator training company, reported net income of $11.7 million on revenues of $39.9 million for the first quarter of 1988 ended March 31. In the corresponding period in 1987, FSI reported net income of $9.4 million on revenues of $30.8 million. Albert Ueltschi, president and chief executive officer, said all operations of the company registered gains in earnings and revenues in the first quarter.

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1987 BUSINESS JET ACCIDENTS/INCIDENTS - WORLD

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM*
87-01-14	L-35A	Overshot snow covered runway	HB-VGC	Swiss	Pvt	-	S
01-14	C-21(L-35)	Control lost. Engine out training	USAF	AL	USAF	1	D
01-16	L-25	Collided with other aircraft, taxi	N27MJ	GA	Comm	-	S
02-05	L-55	Flew into mountain, S. Africa	F-GDHR	Africa	Comm	9	D
02-17	L-24B	Left main gear collapsed landing	N100DL	MD	Corp	-	M
02-26	L-35A	Aircraft veered on takeoff	N888DJ	CO	Comm	-	S
03-27	L-24A	Collided with high terrain, approach	N31SK	CO	Comm	3	D
03-31	DA-50	Near miss during IFR cruise at FL290	N52DC	OH	Corp	-	N
04-25	CE-500	Uncontained engine failure	N82AT	OH	Comm	-	S
04-28	CL-600	Engine turbine wheel/blades failure	N600KC	TX	Corp	-	N
05-12	L-35A	Control lost. Engine out training	N100EP	PA	Comm	2	D
05-29	NA265	Complete electrical failure, climb	N3030	IL	Corp	-	M
05-31	CE-501	Crash during landing	D-IAEC	Germany	Corp	2	D
06-14	G-II	Unsafe nose gear, collapsed landing	N43R	CA	Corp	-	M
07-16	1121	Abort T.O., overshot runway	N133MF	MS	Comm	-	S
07-31	L-23	Crash during letdown	N28ST	Mexico	Comm	2	D
08-08	CE-650	Near miss during IFR departure	N20AT	IL	Corp	-	N
09-21	L-36A	Abort T.O., overshot runway	N900MD	FL	Comm	-	M
10-11	DA-20	Pressurization loss, ocean ditching	EC-EFI	Iceland	Comm	-	D
10-15	DA-100	Attempted roll after low pass	N121FJ	CA	Mfg	3	D
10-25	1121	Main gear scissor failed, ground loop	N707TE	TN	Corp	-	M
11-03	L-35A	Wind shear ldg. Engine separation	N888DJ	FL	Comm	-	S
11-04	L-35A	Hyd. Failure taxi, hit two aircraft	N900JE	FL	Corp	-	S
12-05	DH-125	Crash during engine out approach	N400PH	KY	Corp	2	D
12-06	CL-601	Yaw damper malf. dutch roll resulted	N125PS	CA	Corp	-	N

N – None
M – Moderate
S – Substantial
D – Destroyed

1987 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-07	690A	Crashed during inst. approach in IMC	N57113	MT	Comm	-	S
01-20	U-21	Mid air with Piper Navajo Chieftain	Army	MO	Mil	6	D
02-20	CE-441	Crash app. Reported avionics problem	N6585S	AZ	Comm	2	D
03-11	BE-200	Gear collapsed landing	N4248Y	TX	Corp	-	M
03-20	PA-31T	Crashed executing instr. approach	N200FD	MA	Comm	-	D
05-19	BE-100	Ground crew walked into prop. arc	N753D	AL	Corp	1	M
05-20	PA-31T	Lost control during 2nd app.in IMC	N2336X	WY	Bus	3	D
06-18	MU-2F	Crashed in Everglades, cause unknown	N184MA	FL	Comm	1	D
06-21	690	Power loss on final. Lost control	N662DM	NV	Comm	2	D
06-23	BE-200	Stall/hard landing. Fire followed	N859DD	AL	Bus	-	D
06-24	690A	Inflight structural failure	N57169	FL	Comm	2	D
06-24	BE-200C	Hit fuel pump taxi	N617MS	KY	Corp	-	D
06-28	BE-90C	Gear collapsed during landing	N2030W	CA	Pvt	-	S
07-02	MU-2	Lost control during takeoff	N271MA	MO	Bus	-	S
07-07	PA-31T	Landed with gear retracted	N38WA	CA	Bus	-	S
07-16	MU-2B	Landed hard short of runway	N702H	TN	Bus	-	S
07-17	BE-200	Letdown into mountainous terrain	N1870S	CA	Bus	4	D
08-09	BE-90	Press. sys. fire during climb	N425K	WI	Comm	-	S
09-02	690	Gear would not extend. Gear up ldg.	N9168N	WI	Comm	-	S
09-08	BE-100	Landed gear up	N73KA	IN	Bus	-	S
09-16	840	Elec. fire in cockpit prior landing	N5925	WY	Bus	-	M
09-21	CE-441	Hit tel. wires night VFR approach	N76DA	TX	Bus	-	M
09-30	BE-100	Swerve of rwy. ldg. Hit building	N32RL	OP	Pvt	-	D
10-08	690B	Lost control ldg., gear collapse	N711TT	NM	Pvt	-	D
10-12	BE-100	Pass. retracted gear during landing	N601TA	FL	Comm	-	S
10-14	MU-2D	Gear collapsed landing	N500X	MD	Pvt	-	M
10-16	BE-200	Gear collapsed landing	N179MC	OK	Bus	-	S
10-19	BE-200	Struck high ground on ILS approach	G-MAJI	Malaga	Comm	1	D
11-09	BE-200	Taxi into deep ditch	N1072	AL	Gov't	-	S
11-15	CE-441	Flew into ground, radar tracking	N2484B	CA	Gov't	2	D
11-16	BE-200B	In flight breakup during descent	N334DP	WI	Corp	8	D
11-30	BE-90	In flight breakup during IFR climb	N4463W	SC	Bus	2	D
12-07	MU-2B	Landed with landing gear retracted	N866Q	NY	Pvt	-	S
12-23	MU-2B	Crash, Bahamas. Circumstances unkn.	N255C	Bahama	Pvt	-	S
12-29	SA-26AT	Overshot landing. High elev.runway	N4468M	CO	Corp	-	S

1987 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-13	A-109	Tail rotor blade failure on lift off	N300CC	MA	Comm	-	S
02-04	S-76A	During mtnce. flt.,crash ILS app.	N767AL	TX	Comm	2	D
03-30	A-109A	Tail rotor shaft failed taxi	N4GH	NE	EMS	-	M
04-15	B-222	Fatigue failure drive hub assmbly.	N1074T	TX	Comm	2	D
04-20	B-222U	Uncontained engine failure	N222HX	MS	EMS	-	S
06-07	BO-105	Crashed following steep turn on app.	N550H	MI	Comm	2	D
07-08	MB117A	Hit wires, nite off airport landing	N160BK	CA	EMS	-	M
08-19	AS355F	Tail rtr. malf/failure rig lift off	N359EP	TX	Corp	-	S
10-30	A-109	Encountered ground resonance, taxi	N109AM	NY	Comm	-	S
12-07	B-412	Crash approach, mtnce. test flight	N3910U	TX	Comm	-	D
12-21	SA-330J	Hit object during off shore landing	N3596N	LA	Comm	15	D

1987 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-18	H-500	Power loss during approach	N1107N	CA	Bus	-	S
02-04	B-206L	Flew into water returning to base	N5012Z	TX	Comm	2	D
02-20	B-206B	Sling load hit object, control lost	N90327	WA	Comm	-	D
02-22	B-206B	Control lost TO from soft terrain	N1082Z	TX	Pvt	-	S
03-10	H-500	Mid air with other police helicopter	-	CA	Pol.	5	D
03-10	H-500	Power loss during ext. load oper.	N1103V	CA	Comm	-	S
03-17	B-206B	Hit power lines during patrol	N9AR	AK	Comm	1	D
03-19	B-206B	Power loss approach, hard landing	N666TV	TX	Comm	-	S
04-03	H-500	Power loss during ext. load oper.	N8356F	WA	Comm	-	S
04-11	B-206L	Unlicensed pilot attempted flight	N16780	FL	Comm	-	S
04-13	B-206	While hovering to land, hit pole	-	OH	Comm	-	D
04-15	B-206B	Hit water while hovering near barge	N370AH	HI	Comm	1	D
04-16	B-206B	Collided with terr.,high elev.ldg.	N76EF	CA	Comm	-	D
04-18	B-206L	Eng. malf. TO, hard landing	N38886	CO	Comm	-	S
04-18	B-206B	Skid hit ground during hover	N9KT	WA	Pvt	-	S
04-22	B-206L	Hit pole during hover	N79RR	OH	Comm	-	S
04-29	H-500	Main rotor blade(s) separation, flt.	N10995	Guam	Comm	2	D
05-04	B-206B	Autorotation demo. Hard landing	N5754A	TX	Mfg	-	S
05-09	B-206B	Control loss, high winds, hard ldg	N3187D	NV	Comm	-	D
05-13	SA-315	Sling cable caught in tail rotor	N47256	OR	Comm	-	D
05-27	H-500	Power loss during spray operation	N9180F	KY	Comm	-	S
06-03	B-206B	Damaged landing following power loss	N59624	UT	Comm	-	S
06-05	B-206L	Power loss shortly after lift off	N120RM	NY	Comm	-	D
06-10	B-206L	Power surge/loss during approach	N3177L	FL	Comm	-	S
07-02	B-206L	Collided with wires during hover	N2123X	AZ	Comm	-	S
07-09	B-206L	Tail rtr. shaft not connected for TO	N5734S	LA	Comm	-	S
07-15	FH-1100	Control loss landing	N590FH	VA	Pvt	-	S
07-17	SA-316B	Blown over during long line lift	N4814	MT	Comm	-	S
07-28	AS-350D	Power loss, landed in water	N350AP	MA	Bus	-	S
07-29	B-204B	Eng. fail/malf. during ext.load oper.	N4580Y	WY	Comm	-	S
07-30	H-500	Hard landing, tail boom separation	N42405	IN	Pvt	-	S
08-03	B-206B	Eng. malf/fail. TO. Hard landing	N5001Q	NM	Bus	-	S
08-10	B-206L	Hit object during platform lift off	N5000Y	LA	Comm	-	D
08-12	B-206L	Practice auto rotation. Tail failed	N2764F	LA	Comm	-	S

(Continued on the back of the following page)

1987 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
08-12	B-206B	Power loss cruise. Hard landing	N33PW	TX	Comm	-	S
08-23	B-206	Hit volcano side, sightseeing flight	N2777R	HI	Comm	-	S
09-13	FH-1100	Flew into terrain during low flight	N5059F	WY	Pvt	-	D
09-16	B-206	Pilot, wreckage located in water	N2206F	LA	Comm	-	S
09-24	B-206	Eng. malf/fail. Hard landing followed	N9913K	FL	Pol.	-	S
09-27	H-500	Eng. malf/failure during cruise	N8613F	WA	Pvt	-	S
10-26	H-500	Eng. malf/failure during cruise	N47861	CA	Comm	-	S
11-11	FH-1100	Hit object during precautionary ldg.	N35HA	OR	Comm	-	S
11-11	H-500	Tail rotor shaft malf/fail. climb	N77DJ	HI	Comm	-	S
11-19	B-206B	Hooked skid in tree limb during hover	N1073N	NM	Comm	-	D
11-19	B-206L	Attempted TO while tied down	N66WL	CA	Corp	-	S
11-24	B-206	Aircraft made hard landing	N3888Q	MA	Radio	-	S
12-10	B-206L	Dest. by fire during oxy. serviceing	N86CH	AR	Comm	-	D
12-12	B-206	Hard ldg., practice auto rotation	N2764F	LA	Comm	-	S

NOTE

ONLY THE FOLLOWING PAGES OF THIS

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THE WEEKLY OF
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APR 25, 1988

Vol. 46 No. 17

INTELLIGENCE

MOMENTUM is growing in the Senate for Sen. Wendell Ford's FAA independence bill, S. 1600. Nearly 20 co-sponsors have been added since early April and as of last Friday 49 senators had signed on in support of the legislation. Ford said he's started redrafting the bill in response to comments from the Aviation Safety Commission and the industry and anticipates a markup in the Senate Commerce Committee next month.

DOT will release its own plan for restructuring FAA "shortly," according to Transportation Secretary James Burnley (BA, April 18/124). He termed the Aviation Safety Commission's proposal "a two-headed, animal reporting to a nine-member committee," a situation he said would not provide the necessary accountability.

SOME OPPONENTS of the Massport PACE Plan at Boston's Logan Airport attempted to dissuade NBAA from filing its lawsuit in federal court last week (see related article on Page 130). Those groups favor concentrating current efforts on persuading DOT Secretary James Burnley to take a stand against the Massport plan. There is concern that litigation will result in an expensive, protracted battle, with no guarantee of success. Most observers agree, however, that litigation may be necessary as a last resort because of the importance of the issues raised at Boston and the precedent that would result if PACE is implemented.

NEXT MONDAY (May 2) is the deadline to submit comments on the Environmental Protection Agency's proposal to phase in financial responsibility requirements for FBOs and other operators of underground petroleum storage tanks (BA, April 4/105).

SAFETY COMMISSION RECOMMENDS INDEPENDENT FAA, SAFETY 'CZAR'

The Aviation Safety Commission has recommended the creation of an independent Federal Aviation Authority to be ruled over by a Presidentially appointed safety "czar" and an FAA administrator. Commission said the federal government should continue to play a central role in ensuring safe operation of the aviation system and said the regulatory process "must remain governmental in character and should not be removed from public accountability."

Recommendations were part of the Commission's long-awaited report to the President and Congress, which includes a Mode C requirement for all general aviation aircraft around hubs of any size; a move toward uniformity of equipment and operating practice standards for scheduled passenger service, whether on commuters or large airlines; and heightened oversight and surveillance by FAA inspectors, including surprise inspections. Jack Albertine, the Commission's chairman, said while "it will be tough" to see any action on the report in an election year, "we have a DOT Secretary who wants to make his mark before his tenure ends." Albertine added that because safety is "a high visibility issue, an election year may be a healthy environment for things to happen."

Albertine said an independent FAA is the single most important recommendation contained in the report. Federal Aviation Authority would be managed by an administrator appointed by the President and confirmed by the Senate for a seven-year term. Administrator's functions would include providing

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FIRST QUARTER UNIT SHIPMENTS

		1st Quarter 88	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	0	0
TB-10	Tobago	3	3
TB-20	Trinidad	4	4
TB-21	Trinidad TC	0	0
TOTAL		7	7
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	29	29
BE-F33C	Bonanza	0	0
BE-A36	Bonanza	15	15
BE-36TC	Bonanza	4	4
• Multi-Engine			
BE-58	Baron	3	3
BE-58P	Baron	1	1
BE-76	Duchess	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	10	10
BE-F90-1	King Air	0	0
BE-200	Super King Air	4	4
BE-200C	Super King Air	0	0
BE-300	Super King Air	7	7
BE-200T	Super King Air	0	0
BE-1900C	Commuter	9	9
Beechjet 400		0	0
Diamond IA		0	0
TOTAL		82	82
Manufacturers net billing – $74,777,803			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	13	13
BAe 146-100		0	0
BAe 146-200		2	2
HS-125 Model A		4	4
HS-125 Model B		0	0
TOTAL		19	19
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	2	2
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		2	2
CANADAIR			
• Multi-Engine			
CL-601	Challenger	5	5
TOTAL		5	5
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-172	Skyhawk	0	0
CE-172RG	Cutlass	0	0
CE-182	Skylane	0	0
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	0	0
CE-182RG	Turbo Skylane RG	0	0
CE-U206	Stationair 6	0	0
CE-TU206	Turbo Stationair 6	0	0
CE-208	Caravan I	15	15
CE-210	Centurion	0	0
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-414	Chancellor	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	0	0
CE-550	Citation II	5	5
CE-S550	Citation S/II	6	6
CE-650	Citation III	5	5
REIMS AVIATION			
• Single-Engine			
CE-F152		0	0
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
• Multi-Engine			
CE-406	Caravan II	2	2
TOTAL		33	33
Manufacturers net billing – $79,062,192			
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	2	2
AD-My.20	Falcon	0	0
AD-My.200	Falcon	0	0
AD-My.50	Falcon	1	1
AD-My.900	Falcon	8	8
TOTAL		11	11
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	0
DHC-7		1	1
DHC-8		5	5
TOTAL		6	6
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	2	2
EMB-711	Corisco	1	1
EMB-712	Tupi	0	0
EMB-720	Minuano	0	0
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	2	2
EMB-121	Xingu	0	0
EMB-810D	Seneca II	4	4
EMB-820		0	0
EMB-821	Carajah	1	1
TOTAL		10	10
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		3	3
Expediter		0	0
TOTAL		3	3
Manufacturers net billing – $10,029,420			
GATES LEARJET			
• Multi-Engine			
LR-35A		5	5
LR-36A		0	0
LR-55		1	1
TOTAL		6	6
Manufacturers net billing – $25,300,000			
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	0	0
G-IV	Gulfstream IV	12	12
TOTAL		12	12
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	*	*
1124A	Westwind 2	*	*
Astra		*	*
TOTAL		*	*
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	9	9
TOTAL		9	9
Manufacturers net billing – $1,821,388			
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0

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		1st Quarter 88	Cal. Year
M-6-235		1	1
MX-7-180	Super Rocket	8	8
M-7-235	Super Rocket	1	1
MX-7-235		5	5
TOTAL		15	15

Manufacturers net billing -- $745,536

MOONEY AIRCRAFT CORP.

- Single-Engine

		1st Quarter 88	Cal. Year
M-20J	201 Lean Machine	11	11
M-20J	205	4	4
M-20K	231	0	0
M-20K	252	12	12
M-20L	PFM	8	8
TOTAL		35	35

PIPER AIRCRAFT CORP.

- Single-Engine

		1st Quarter 88	Cal. Year
PA-28-161	Warrior	14	14
PA-28-181	Archer II	12	12
PA-28-236	Dakota	0	0
PA-28RT-201T	Turbo Arrow IV	2	2
PA-32-301	Saratoga	6	6
PA-32R-301	Saratoga SP	0	0
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	10	10

- Multi-Engine

		1st Quarter 88	Cal. Year
PA-34-220T	Seneca III	19	19
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	0
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	1	1
PA-42-1000	Cheyenne 400LS	1	1
TOTAL		65	65

Manufacturers net billing -- $11,724,131

SHORT BROTHERS LTD.

- Multi-Engine

		1st Quarter 88	Cal. Year
SBJ-CS-7	Skyvan	0	0
SD-3-30		0	0
SD-3-60		5	5
TOTAL		5	5

	1st Quarter 88	Cal. Year
SINGLE-ENGINE	178	178
MULTI-ENGINE	147	147
GRAND TOTAL	325	325

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1988	1987	1986	1988	1987	1986
Aerospatiale	7	31	15	7	31	15
Beech	82	52	53	82	52	53
British Aerospace	19	15	16	19	15	16
Britten-Norman	2	10	1	2	10	1
Canadair	5	2	1	5	2	1
Cessna	33	50	103	33	50	103
Dassault	11	7	4	11	7	4
De Havilland	6	5	6	6	5	6
Embraer	10	20	19	10	20	19
Fairchild	3	5	1	3	5	1
Gates	6	1	2	6	1	2
Gulfstream	12	6	2	12	6	2
Israel	*	0	0	*	0	0
Lake	9	2	1	9	2	1
Maule Air	15	21	15	15	21	15
Mooney	35	33	26	35	33	26
Piper	65	49	76	65	49	76
Short	5	1	7	5	1	7
TOTAL	325	310	348	325	310	348

* Figures not available

NOTE

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141a, 142a, 143a

5/3/88 C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 46 No. 18

INTELLIGENCE

DOT DECISION on what it will do in response to higher landing fees enacted by the Massachusetts Port Authority at Boston Logan will apparently not come until the eve of implementation of those new fees. FAA Administrator Allan McArtor told the NATA convention last week DOT "has set a target day of July 1" to address the Massport issue, the same date the higher landing fees are scheduled to go into effect. Members of Congress and the industry are urging DOT to act sooner (see related article on Page 140).

AIR TAXI OPERATORS can anticipate increased attention from FAA safety inspectors later this year. McArtor noted FAA's ongoing inspections of Eastern and Continental and the commuter/regional industry and said, "in the not too distant future, we'll be focusing special attention on the air taxis." McArtor said he wants FAA to develop a "self-audit and reporting capability" for use by operators to help them identify and correct problems before FAA enforcement action is required.

REMOVING CONGRESSIONAL OVERSIGHT of FAA, as recommended by the Aviation Safety Commission will be difficult, according to Jack Albertine, the Commission's chairman, but "it is the right thing to do, and occasionally, when there is truth and justice on your side you can get something done." Speaking at the Aero Club of Washington last week, Albertine said congressional oversight is not needed because FAA is "a technical agency that does not need political interference or Office of Management and Budget jurisdiction."

AMR OUTBIDS COMPETITION FOR COMBS GATES CHAIN

AMR Services signed an agreement April 23 with Integrated Acquisition and Learjet Corp. to acquire the Combs Gates chain of fixed-base operations. The purchase, which is expected to close by June 30, according to AMR Services President Richard Janisse, ends months of speculation about who would acquire the highly-acclaimed chain that has bases at Denver Stapleton and Centennial; Indianapolis, Ind.; Fort Lauderdale, Fla.; Hartford, Conn.; and Palm Springs, Calif. Several groups had attempted to buy the chain from The Gates Corp. before Integrated gained control of Learjet and Combs Gates in the fall of 1987 (BA, Oct. 26/130). Janisse had said a year earlier following the purchase of Northern Air Services that AMR planned to establish a network of fixed-base operators nationwide. AMR ultimately reached agreement to obtain Combs Gates after a final competition with four other bidders (BA, April 11/114).

Price to be paid by AMR was not disclosed and Janisse said he was prohibited from discussing the financial details. Other sources told BA that AMR will pay Integrated approximately $67-$68 million, which they said was $5-$7 million higher than the next closest bid. An initial offering memorandum distributed to prospective bidders some months ago indicated Integrated was seeking a price of about $70-$75 million, which many observers said would constitute a "premium" price in excess of 10 times Combs Gates' annual earnings.

In addition to obtaining the highly regarded FBO chain, Janisse said Combs Gates will continue to provide factory authorized service for operators of Learjet at four of the facilities—Denver, Indianapolis, Hartford, and Fort Lauderdale. He said AMR hopes Combs Gates will be authorized to pro-

(Continued on the following page)

NOW ONLINE WORLDWIDE

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FAA TO 'STREAMLINE' POLICY MAKING, OPERATIONAL DECISIONS — Regional division managers at the Federal Aviation Administration will start reporting to associate administrators at FAA headquarters, "their functional counterparts," under a plan announced last Thursday by FAA Administrator Allan McArtor and Transportation Secretary Jim Burnley. Change is part of a series of recommendations from a task force established to come up with internal reform at FAA. Nine regional directors, renamed "administrators" will be "freed of program responsibilities," and will serve as the Administrator's representative in each of the regions and will provide a check and balance in the regions to assure the quality delivery of agency services.

McArtor said a project is being developed with the Office of Management and Budget to provide "geographically based pay incentives and recruitment and retention bonuses." He said "most companies understand the need for cost of living allowances, FAA wants that tool at our disposal." Other recommendations include a reduction in the rulemaking process, a restructuring of the Aviation Standards Office, a streamlining of the procurement process, and the creation of a special program to bring more women and minorities into key safety occupations.

Burnley said the program was in no way designed to take the place of legislation needed for fundamental reform. "We have to get the law changed on these issues...and we need Congress's help to do that. Task force has been instructed to work on a plan to implement changes within 30 days.

GAME PLAN ADS WILL NOT CARRY ANTI-AIRLINE MESSAGE — Organizers of the General Aviation Market Expansion (GAME) Plan program agreed last week that advertisements used in the public relations campaign will not be critical of the scheduled airlines. That determination was made after Richard Janisse, president of AMR Services, expressed strong objection to some of the initial GAME Plan ads that were presented at the National Air Transportation convention last week in Santa Clara, Calif.

A number of print, radio, and television ads that had been developed as examples by the advertising firm of Eidson, Speer, and Watson, depicted airline travel as being uncomfortable, including one that depicted a packed can of sardines and carried a headline, "Man was not meant to fly like a fish." Meeting with reporters shortly after the GAME Plan session ended, Janisse said that while he was "100 percent behind the concept" of the GAME Plan, "I was not pleased with the advertisements. I don't think the way to do this (expand the GA market) is to pick a fight with the Airlines." Janisse said he told NATA President Larry Burian that "if they were going to do those ads they could count on Combs Gates and AMR Services not being there" in support of the program. AMR Services is a unit of AMR Corp., the parent company of American Airlines.

NATA board of directors agreed the GAME Plan should not be anti-airline in tone and emphasized that the ads shown last week were only a "first draft" effort that had been prepared by the agency while working on an extremely tight deadline. A number of attendees who became aware of the Janisse's objections agreed that a battle with the scheduled carriers was senseless. Observers noted that most potential candidates for the services provided are also frequent airline travelers, adding that a series of anti-airline ads could trigger anti-GA ads by the airlines. In addition, some publications that carry substantial amounts of airline advertising might be reluctant to run the GAME Plan ads for fear of losing revenue from airline customers.

Both Burian and Janisse told BA later that the matter had been resolved amicably. Burian noted that it is not necessary to disparage airline service to get across the message that charter flights can serve as an alternative, particularly for business travelers. Janisse said, based on a committment from NATA that the ads would not convey an anti-airline tone, AMR and Combs Gates will support the program, which he estimated would involve an annual contribution of about $225,000 by the FBO facilities he oversees.

USED TURBOPROP, JET TRANSACTIONS INCREASE IN FEBRUARY — Number of retail sales filed at FAA involving used turboprops and jets increased across the board during the month of February, according to figures compiled by Aviation Data Services, of Wichita, Kan. (see charts on the back of Pages 139-142). AvData said there were 100 North American transactions filed during the month, compared to 86 last year and 71 in 1986. Outside North America, 28 retail sales were recorded, compared to 15 in 1987 and 21 in 1986. Filings of jet deliveries also increased, with those in North America totaling 93, from 59 in 1987 and 61 in 1986. Deliveries outside North America totaled 21, compared to 18 in 1987 and 12 in 1986.

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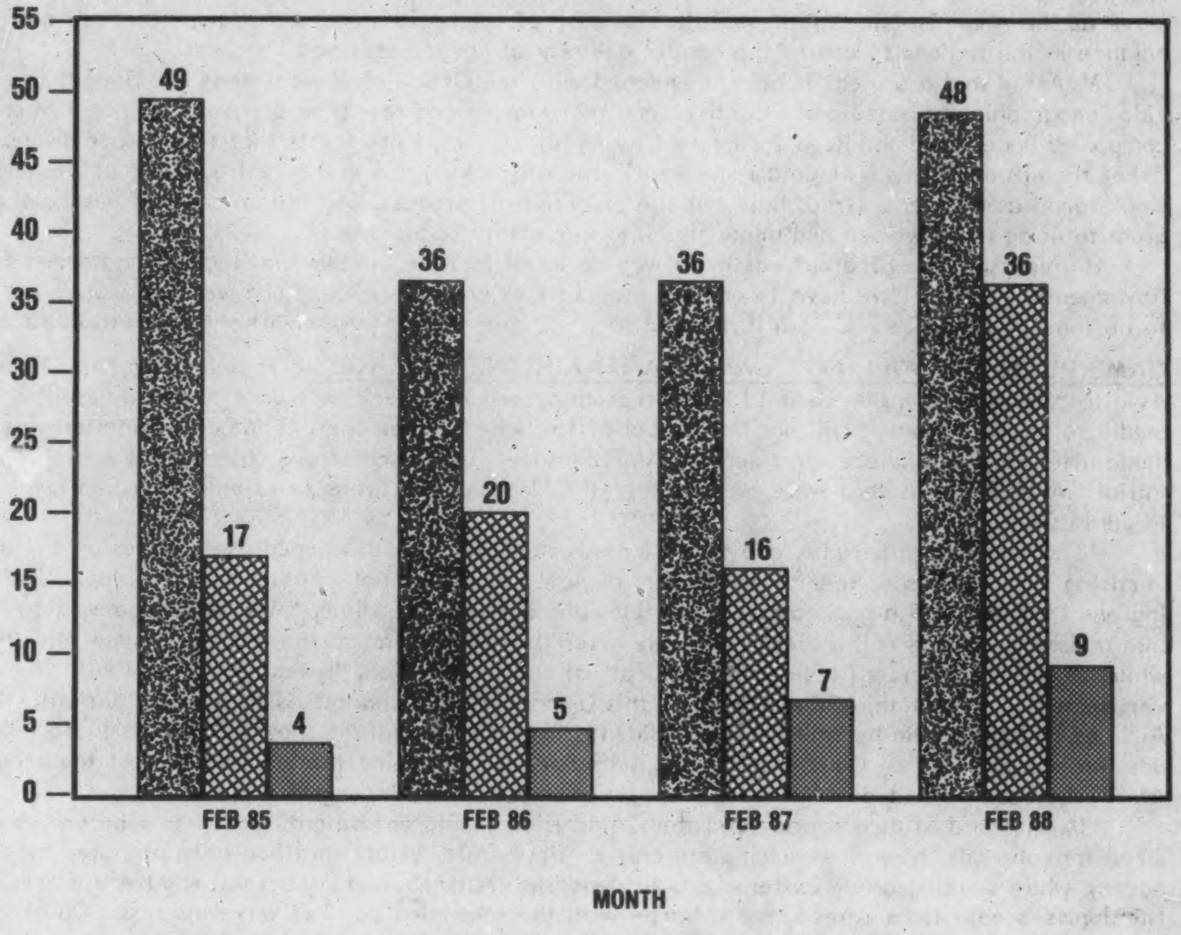
USED RETAIL JET DELIVERIES - NORTH AMERICA

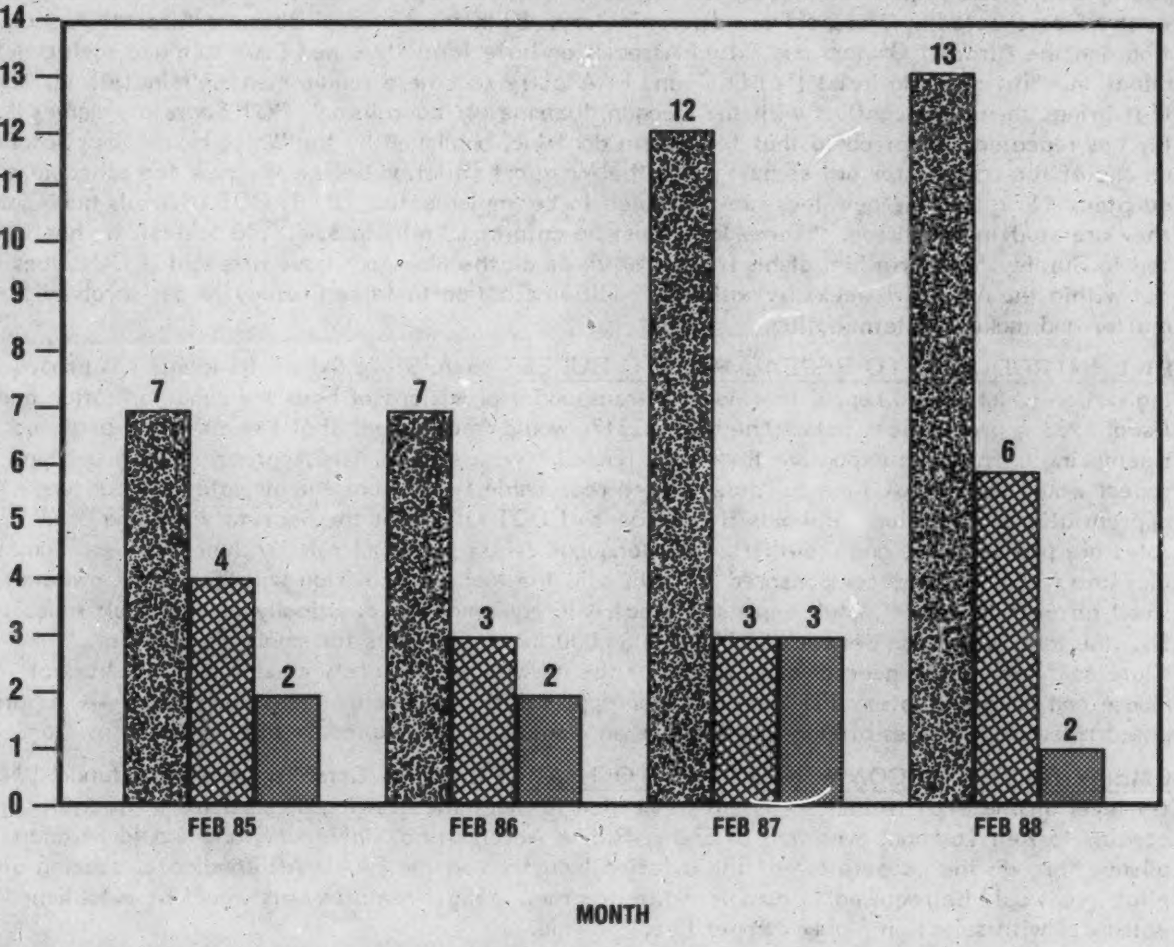


▨ LIGHT	▩ MEDIUM	▦ HEAVY
SN601 Corvette Beechjet 400 Citation 1 + 2 Falcon 10 + 100 I.A.I. 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond 1/1A/2 MS760 Paris Jet	Citation 3 Falcon 20/200 BAE 125 (All Models) I.A.I. 1123/1124/1124A Westwind I.A.I. 1125 Astra Lear Jet 55/55ER/55LR/55XLR/55C Saberliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airliner Type Jets Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

140a

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



▩ LIGHT	▦ MEDIUM	▨ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

APRIL 88

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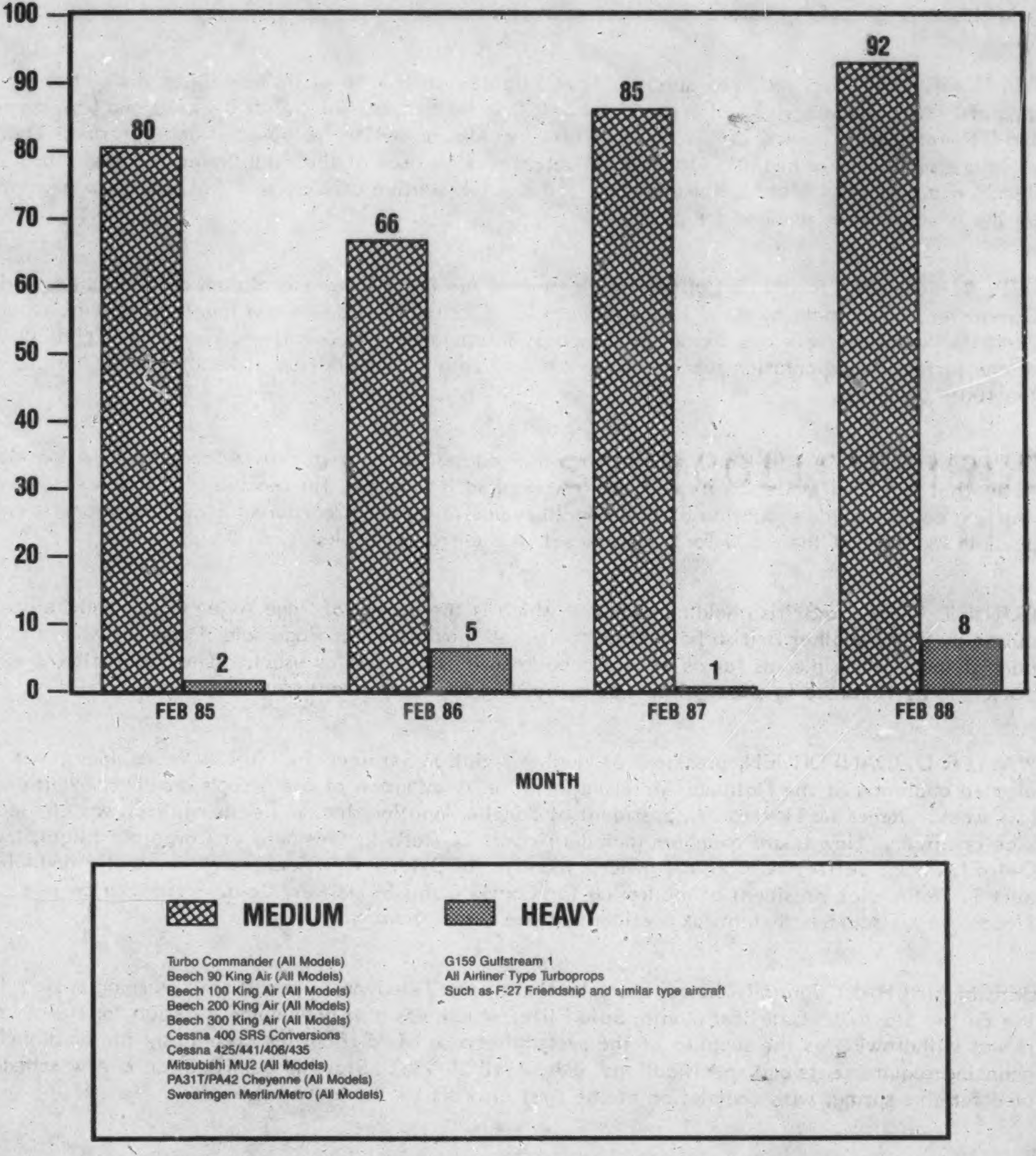
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA

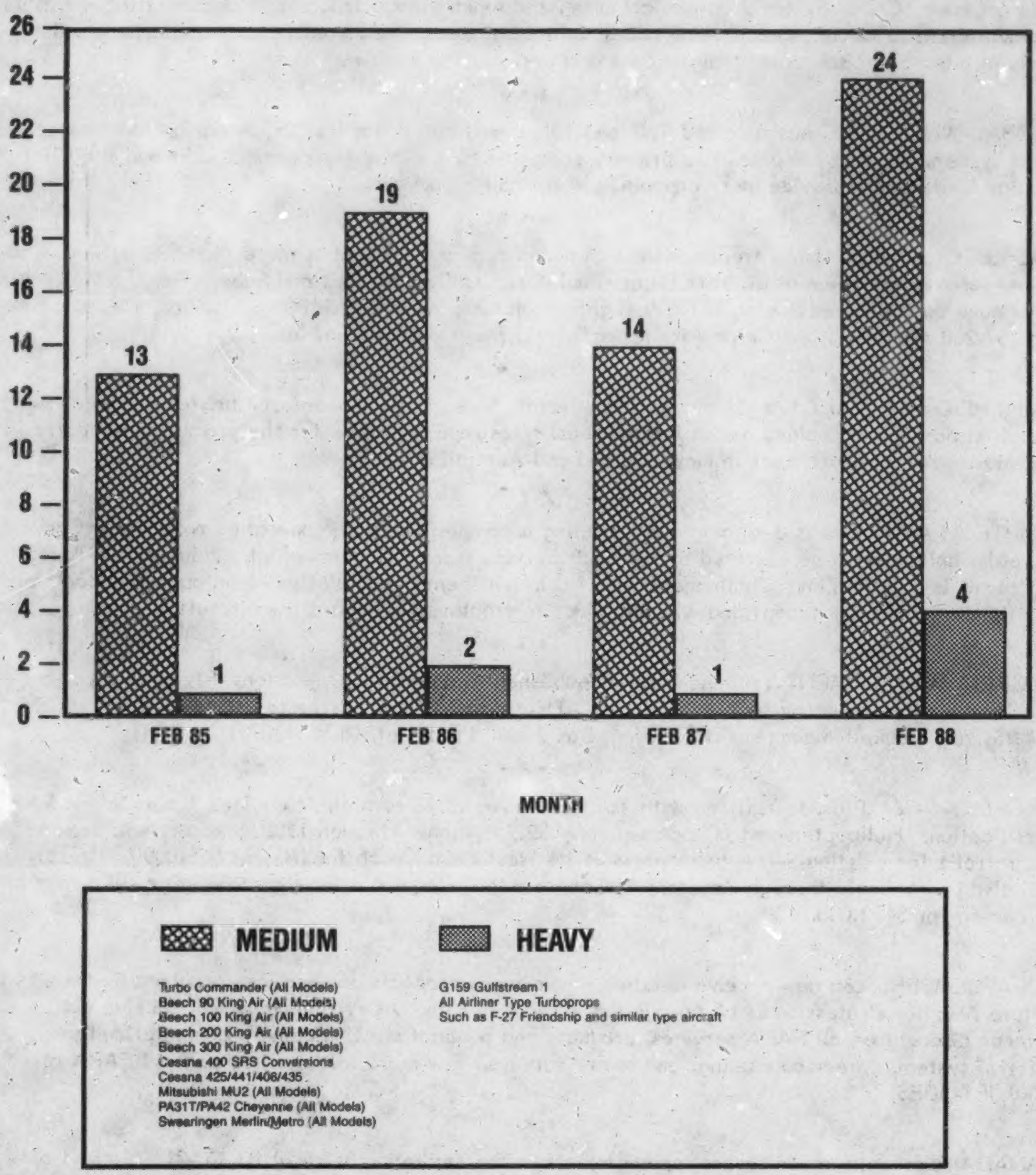


SOURCE: AVDATA, INC., WICHITA, KS.

APRIL 1988

142a

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS.

APRIL 1988

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STATUS OF AIRPORT & AIRWAY TRUST FUND

FEBRUARY 29, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,729,533,072.93	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,290,000.00	30,078,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	2,684,000.00
2. Non-commercial 9 cents tax	1,898,000.00	9,487,000.00
3. Non-commercial 3 cents tax	632,000.00	3,598,000.00
4. Transp by air,seats,berths,etc.	233,654,000.00	1,153,686,000.00
Use of international trav fac	8,008,000.00	41,020,000.00
Transp of property and cargo	14,499,000.00	69,731,000.00
Total Tax Receipts	265,199,000.00	1,310,284,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	260.00
2. Any liquid fuel except gas	0.00	1,090,930.00
3. Gasoline -Retailer's tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	0.00	1,091,190.00
Net Tax Receipts	265,199,000.00	1,309,192,810.00
C. Interest on Investments	6,729,188.97	431,313,684.12
Net Receipts	271,928,188.97	1,740,506,494.12
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	344,147,916.00	344,147,916.00
2. Grants-in-aid for airports	43,513,584.18	358,174,285.62
3. Facilities & equipment	74,853,754.51	386,803,551.45
4. Research engineering & development	18,849,314.86	59,075,968.06
B. NOAA weather services	0.00	7,072,750.00
C. Interest on Refund of Taxes	0.00	62,230.00
Total Expenditures	481,364,569.55	1,155,336,701.13
IV. BALANCE - END OF PERIOD	10,520,096,692.35	10,520,096,692.35

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	1,384.49	
Operations	-1,625.59	
Grants-in-aid for Airports	-5,210,691.92	
Facilities & Equipment	41,894,770.85	
Research Engineering & Development	4,174,854.52	
NOAA weather services	0.00	
		$ 40,858,692.35
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 10,479,238,000.00	
		10,479,238,000.00
Total Assets		10,520,096,692.35
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,520,096,692.35
Total Liabilities and Equity		10,520,096,692.35

NOTE

ONLY THE FOLLOWING PAGES OF THIS

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THE WEEKLY OF
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Vol. 46 No. 21

INTELLIGENCE

MASSPORT OFFICIALS Friday said they will reject DOT Secretary James Burnley's request to delay implementation of the PACE Plan at Boston Logan. While acknowledging that the federal district judge presiding over lawsuits filed by PACE Plan opponents could order Massport to delay its planned July 1 implementation date, Massport officials said they don't plan to abide by Burnley's request. "We are confident the plan will survive any legislative challenge or administrative review," said Thomas Champion, assistant to Massport Executive Director David Davis. "DOT has every right to conduct an investigation, but we feel Boston travelers deserve the immediate benefits of the PACE Plan."

REP. JAMES OBERSTAR (D-Minn.) last week introduced H.R.4650, a bill to "restore independent status to the FAA." Oberstar's bill would restructure the agency into Eastern, Central and Western Regions and would give the FAA Administrator authority to establish separate pay rate and grade systems for FAA employes. Sen. Wendell Ford (D-Ky.) is expected to complete redrafting his FAA independence bill, S.1600, this month and a markup by the Senate Commerce Committee could be held in mid-June.

AVERAGE PRICE of each new aircraft delivered by U.S. general aviation manufacturers this year will be $1.8 million, nearly 50 percent higher than the per-unit average for 1987 deliveries, according to a research report by Drexel Burnham Lambert. As recently as 1982 the average price for new GA aircraft was under $500,000, but sharply reduced shipments of small aircraft and relatively stable production of top-of-the-line business jets has boosted the average price (see related article on Page 162).

DOT SECRETARY ORDERS INVESTIGATION, REQUESTS DEFERRAL OF PACE

Transportation Secretary James Burnley has initiated a six-month investigation into revised landing fees planned for Boston Logan Airport and has requested a deferral of those fees set by the Massachusetts Port Authority's PACE program until the investigation's completion. Scheduled implementation date of the PACE Plan is July 1.

In a letter to David Davis, executive director of Massport, Burnley said that based on an initial review of complaints concerning the landing fee structure, DOT has "determined that reasonable grounds exist to investigate whether Massport's action violates various sections of the Federal Aviation Act and the Airport and Airway Improvement Act of 1982...I am writing to request that Massport defer the effective date of these new fees to allow the Department to formally review and consider the allegations that have been made." DOT has received complaints from the National Business Aircraft Association, the Aircraft Owners and Pilots Association, and the Regional Airline Association.

Earlier this month, Burnley said he had assumed "direct responsibility" for review of all complaints filed against PACE (BA, May 9/146). In the letter to Davis, Burnley said he has requested a written report be issued by Nov. 15, and has directed DOT's Office of Aviation Proceedings and Enforcement to participate in the investigation.

General aviation groups expressed enthusiasm for Burnley's request for the investigation. Ed Stimpson, president of the General Aviation Manufacturer's Association, said while it has "taken him (Burnley) a while to get into it, I applaud his reasonable request of Massport." National Business Air-

(Continued on the following page)

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1988 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-10	SA-226T	Aircraft rolled inverted on liftoff	N800AW	MI	Corp	3	D
01-16	BE-90C	Landing gear collapsed landing	N7257P	KS	Comm	-	S
01-18	PA-31T	Hit trees, house during inst.app.	N200RS	AL	Bus	-	D
01-20	MU-2B	Acft. pitched & rolled after takeoff	N349MA	NJ	Comm	-	N
02-11	CE-425	Crashed executing missed app. IMC	N6771Y	FL	Bus	1	D
02-12	MU-2B	Structural damage due turbulence	N339MA	PA	Comm	-	S
02-16	CE-441	Near miss during IFR approach in IMC	N1WB	CO	Bus	-	N
02-18	PA-31T	Decompression at FL270. Window failed	N2645Z	CO	Comm	-	M
03-07	PA-31T	Near miss during controlled climbout	N484SC	IL	Corp	-	N
03-15	G-159	Hyd.sys.malf.Steering/brake loss ldg.	N750BR	Swiss	Corp	-	S
03-28	CE-425	Gear door separation during cruise	N74JW	NC	Pers	-	S

1988 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-08	L-36A	Collided with terrain during approach	N79SF	LA	Comm	2	D
01-17	HS-125	Descent below glide path ILS app.IMC	NXA-KUT	TX	Comm	1	D
01-21	DA-10	Overshot ldg. following inflt. emerg.	N79PB	TX	Corp	-	S
02-01	DA-20	Struck deer landing, nose gear coll.	N287W	WV	Bus	-	S
02-19	L-1329	Landed long, overshot 6900 ft. rwy.	N90KR	MI	Corp	-	M
02-24	L-24	Power loss both engs. app. training	PT-KKV	Brazil	Comm	2	D
02-28	L-25B	Bird strike at V2, abort, overshoot	N800DR	-	Corp	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

1988 TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-05	S-76A	Main rtr blades hit helipad takeoff	N -	OH	EMS	-	M
01-14	B-206	Passenger struck by tail rotor	N3NJ	NJ	Police	-	M
01-21	SA-341G	Attempted VMC in deteriorating wx.	N61DR	AZ	Pers	-	S
01-20	SA-350	Crashed while repositioning on pad	N26TM	UT	EMS	-	D
01-20	AS-355F	Lded.hard during run on ldg. Training	N5800F	TX	Comm	-	S
01-24	H-500	Lded.short, practice autorotation	N8366F	CA	Comm	-	S
01-28	B-204B	Crash landing following power loss	N8154F	AL	Comm	-	D
02-16	B-206B	Wire strike during photo flight	N21197	OH	Comm	-	S
02-16	H-500	Tail rotor failure.Crash landing	N5093Y	MD	Comm	-	D
02-18	B-206A	Power loss hover. Hard landing	N7981J	OR	Comm	-	S
03-10	B-206B	Crashed during engine run up	N13Q	IL	Comm	-	S
03-17	B-206L	Uncontrolled descent into the ground	N5759H	IL	Comm	-	D
03-17	B-206B	Acft. slid off helo pad landing	N2995W	HI	Comm	-	S
03-18	B-206L	Crash landed on road. VMC in IMC	N5759H	IL	Comm	-	S
03-19	S-76A	While hovering,seagull hit windscreen	N2215C	NY	Corp	-	M
03-24	B-206B	Acft. rolled over following hard ldg.	N352BT	MA	Pers	-	S
03-24	S-76A	Passenger struck by main rotor	N1547N	LA	Comm	-	N
03-29	B-206L	Hard ldg. Practice auto rotation. Tr	N114FH	PA	Pers	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

SEVEN BUSINESS JET ACCIDENTS/INCIDENTS REPORTED DURING QUARTER -- Seven accidents or incidents involving business jet aircraft were reported during the first quarter of 1988, according to information compiled by Robert E. Breiling Associates. A brief description of the most recent business jet accidents/incidents, along with information on mishaps involving business turboprops, helicopters and aircraft used by regional/commuter operators, is shown in charts on the back of Pages 162-164. Breiling Associates has specialized in the compilation and analysis of business aircraft accident statistics for nearly 20 years. The company has published, and has available for sale, a number of comprehensive reports on different aspects of business aviation operations. These include Business Jet Accident Analysis for Corporate Aviation, Annual Turbine Aircraft Accident Review, Business Turboprop Accident Analysis, and Twin Turbine Helicopter Accident Analysis. For more information, contact the company at: 6020 N. Federal Highway, Suite 4, Boca Raton, Fla., 33487; telephone (407) 997-2580.

DENVER TO BEGIN PURCHASING LAND FOR AIRPORT SITE -- City of Denver, following the Adams County referendum last Tuesday allowing annexation of county land by Denver, planned to make a formal offer for the first 15- to 20-square-mile section of the new airport site late last week and anticipates acquisition of that and another similarly sized plot by the end of the summer. James Spensley, manager of the New Airport Office said purchase of the entire 51.5 square miles required for the airport project is expected by spring of next year. Adams County vote to allow the annexation was 56 percent to 44 percent in favor of the proposal.

Denver is holding public hearings June 6-8 on the new airport's environmental assessment (EA), which was released in late April. FAA should complete review of the EA by the end of July to allow for work to begin on the draft environmental impact statement (EIS), Spensley said. Preparation of the EIS will be facilitated by the fact that the EA, which was completed in time to allow for public review before the annexation vote, is as detailed as a draft EIS, he said. Assessment projects that, because of the amount of land being purchased for the project, 559 residents will be within the airport's 65 decibel average day-night (LDN) contour by completion of Phase I in 1995, compared with the 14,666 residents currently within Stapleton's 65 LDN countour. Airport also is expected to have a direct employment impact of 25,200 jobs by 1995 and 41,100 by 2020, EA said. Denver Mayor Frederico Pena also has emphasized that the EA predicts the new airport site will increase dispersion of air pollution in the Denver region.

Other initiatives underway are preparation of master plan documents and the letting of design standards contracts. City also is working to complete financing of the airport, including pursuing a letter of intent from FAA for a multi-year funding commitment to the new airport. Pena last month told the House transportation appropriations subcommittee that Denver needed a federal contribution of $100 million a year over a five-year period to help build the airport, saying that Congress and FAA must demonstrate their commitment to building new airports. New airport will substantially reduce delays, Pena said, citing an FAA estimate that by 1996, Denver Stapleton would lead the nation in delays with 173,000 annually.

NAVY TESTING HONEYCOMB, COMPOSITE AIRCRAFT DAMAGE DETECTOR -- A low cost, lightweight device for field inspection of impact damage and resulting flaws in aluminum honeycomb sandwich and laminated composite materials used in aircraft is being tested by Naval Air Development Center. The device, called the Shadow Moire Out-of-Plane Interferometeric (SMOOPI) damage detector, has been demonstrated at Naval Air Systems Command and field evaluations are planned at naval depots on the F-14, AV-8B and F-18.

The detector consists of a battery power source, a four-inch by five-inch moire screen and a pistol grip. It is capable of detecting surface anomalies of .0001 inch, NADC said. It was developed by Arthur Scotese, Dr. S.L. Huang and Armando Gaetano of the Aero Structures Division of NADC's Air Vehicle and Crew Systems Technology Department.

SMOOPI works on the interference fringes created by the superposition of a master grid and a specimen grid, the shadow moire technique, Scotese said. These shadows are distorted by the out-of-plane elevation or depth of the surface. When viewed with SMOOPI, moire fringes are created which represent the topology of the specimen's surface and a damaged area can be quickly identified. Ultrasonics can then be used at selected points to further define the nature of the damage.

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1988 COMMUTER AIR CARRIER ACCIDENTS/INCIDENTS

DATE	MODEL	CARRIER	DESCRIPTION	STATE	FTL	DAM *
88-01-18	ATR-42	Simmons Air	Fire warning enroute. Shut down, landed no further incident	IA	-	D
01-19	SA-227	Trans Colorado	Crashed during instrument approach in IMC	CO	7+2	D
01-20	SA-227	Trans Colorado	Collided with deer during takeoff at 80 kts. TO aborted	TX	-	N
01-26	BE-1900	Business Express	Emerg. ldg. following control malf. Rag found binding control	PA	-	N
01-29	SA-227	Wings West	Lost engine power during landing touchdown in turbulence	CA	-	N
02-02	SAAB-340	Express Airlines	Uncontained engine failure during prop reverse landing	TN	-	S
02-04	BE-99	Bar Harbour	Near mid air with CE-172 during landing at Orlando Intl. Apt.	FL	-	N
02-09	BAE-3101	Jetstream Int'l.	Aircraft crashed during practice instrument approach	OH	0+3	D
02-16	CE-441	Rocky Mountain	Near miss due ATC operational error	CO	-	N
02-19	SA-227	Air Virginia	Crashed into lake following TO in IMC. 100 ft.obs. vis. 0.13mi.	NC	10+2	D
02-19	BAE-146	Air Wisconsin	Near miss with NWA 747 departing O'Hare	IL	-	N
02-26	BE-1900	Brockway Air	Hit U.S. Air aircraft during taxi	NY	-	S
03-03	HS-748	Air BVI	Damaged by jet blast from AA 727 while awaiting departure	VI	-	S
03-25	BAE-3101	Chaparral	Engine failure in flight. Prop would not feather. Emerg ldg.	TX	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

STATUS OF AIRPORT & AIRWAY TRUST FUND

MARCH 31, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,520,096,692.35	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,438,000.00	36,516,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	2,909,000.00
2. Non-commercial 9 cents tax	4,337,000.00	13,824,000.00
3. Non-commercial 3 cents tax	1,334,000.00	4,932,000.00
4. Transp by air,seats,berths,etc.	202,382,000.00	1,356,068,000.00
Use of international trav fac	4,314,000.00	45,334,000.00
Transp of property and cargo	10,938,000.00	80,669,000.00
Total Tax Receipts	229,968,000.00	1,540,252,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	-1,910.00	-2,170.00
2. Any liquid fuel except gas	-1,116,330.00	-2,207,260.00
3. Gasoline -Retailer's tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	-1,118,240.00	-2,209,430.00
Net Tax Receipts	228,849,760.00	1,538,042,570.00
C. Interest on Investments	5,281,808.30	436,595,492.42
Net Receipts	234,131,568.30	1,974,638,062.42
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	68,829,584.00	412,977,500.00
2. Grants-in-aid for airports	54,459,778.48	412,634,064.10
3. Facilities & equipment	100,610,036.03	487,413,587.48
4. Research engineering & development	18,149,553.21	77,225,521.27
B. NOAA weather services	7,072,750.00	14,145,500.00
C. Interest on Refund of Taxes	2,260.00	64,490.00
Total Expenditures	249,123,961.72	1,404,460,662.85
IV. BALANCE - END OF PERIOD	10,505,104,298.93	10,505,104,298.93

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	1,358.79	1/
Operations	-1,625.59	
Grants-in-aid for Airports	-4,670,470.40	
Facilities & Equipment	30,328,734.82	
Research Engineering & Development	925,301.31	
NOAA weather services	0.00	
		$ 26,583,298.93
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing JUNE 30, 1988	$ 10,478,521,000.00	
		10,478,521,000.00
Total Assets		10,505,104,298.93
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,505,104,298.93
Total Liabilities and Equity		10,505,104,298.93

NOTE

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198a

6/23/88 C5800-30

THE WEEKLY OF
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JUNE 20, 1988
Vol. 46 No. 25

INTELLIGENCE

HOUSE PUBLIC WORKS and Transportation Committee will mark up its aviation drug enforcement proposal tomorrow. Committee held its first, and only, hearing on the matter less than two weeks ago. The bill, H.R.4844, includes a recommendation for permanent N-numbers that would stay with an aircraft even if the plane was sold (BA, June 13/185).

FLIGHTSAFETY INTERNATIONAL INC. has cancelled plans to build a major commuter/regional simulator training facility at Dulles International Airport near Washington, D.C. FSI still plans a major expansion of its commuter simulator training capability, but will install the new simulators at locations around the country rather than concentrating them at Dulles.

DREXEL BURNHAM LAMBERT has been retained by Hughes Corp. to prepare a package for prospective bidders interested in acquiring Hughes Aviation Services, Inc., the fixed-base operation at McCarran International Airport in Las Vegas (BA, May 16/154). In addition to strong interest from other FBO companies, county officials are believed to be considering bidding on a buyout of the FBO's existing lease.

JOHN BAKER, president of the Aircraft Owners and Pilots Association, was among three persons considered for the post of president of the Air Transport Association during a meeting of ATA's executive committee last Wednesday. Others considered include Jack Albertine, chairman of the Aviation Safety Commission and vice chairman of Farley Industries, and Fred Meister, a former FAA official and current president of the Distilled Spirits Council.

FAA REDUCES COVERAGE AREA OF MODE C REQUIREMENT

Federal Aviation Administration, which had come under intense pressure to relax the requirements of a proposed Mode C transponder rule it published in February (BA, Feb. 15/50), last week issued a final rule that sharply reduces the amount of airspace in which a Mode C transponder will be required. The final rule requires use of the transponders within a 30-mile radius of 27 major airports located within the 23 Terminal Control Areas (TCAs) by July 1, 1989. Mode C also will be required, effective Dec. 30, 1990, from the ground to 10,000 feet MSL above 109 Airport Radar Service Areas (ARSAs). In addition, FAA established Mode C zones around airports in Fargo, N.D. and Billings, Mont.

FAA's original proposal would have required use of Mode C transponders by all aircraft operating within 40 miles of some 254 airports that provide approach control radar service. That proposal resulted from legislation adopted by Congress late last year that directed FAA to increase the use of Mode C transponders. FAA's original proposal, however, generated more than 50,000 responses from the aviation industry—nearly all expressing opposition—and many members of Congress said the agency's proposal went far beyond what Congress intended.

FLIGHTSAFETY ACQUISITION WILL INCREASE FIRM'S MILITARY BUSINESS

FlightSafety International Inc., whose principal business is providing simulator flight training for corporate operators, has agreed to acquire United Airlines Services Corp., which provides C-5 training for the U.S. Air Force and which recently won three contracts to provide base operations support at

(Continued on the following page)

NOW ONLINE WORLDWIDE

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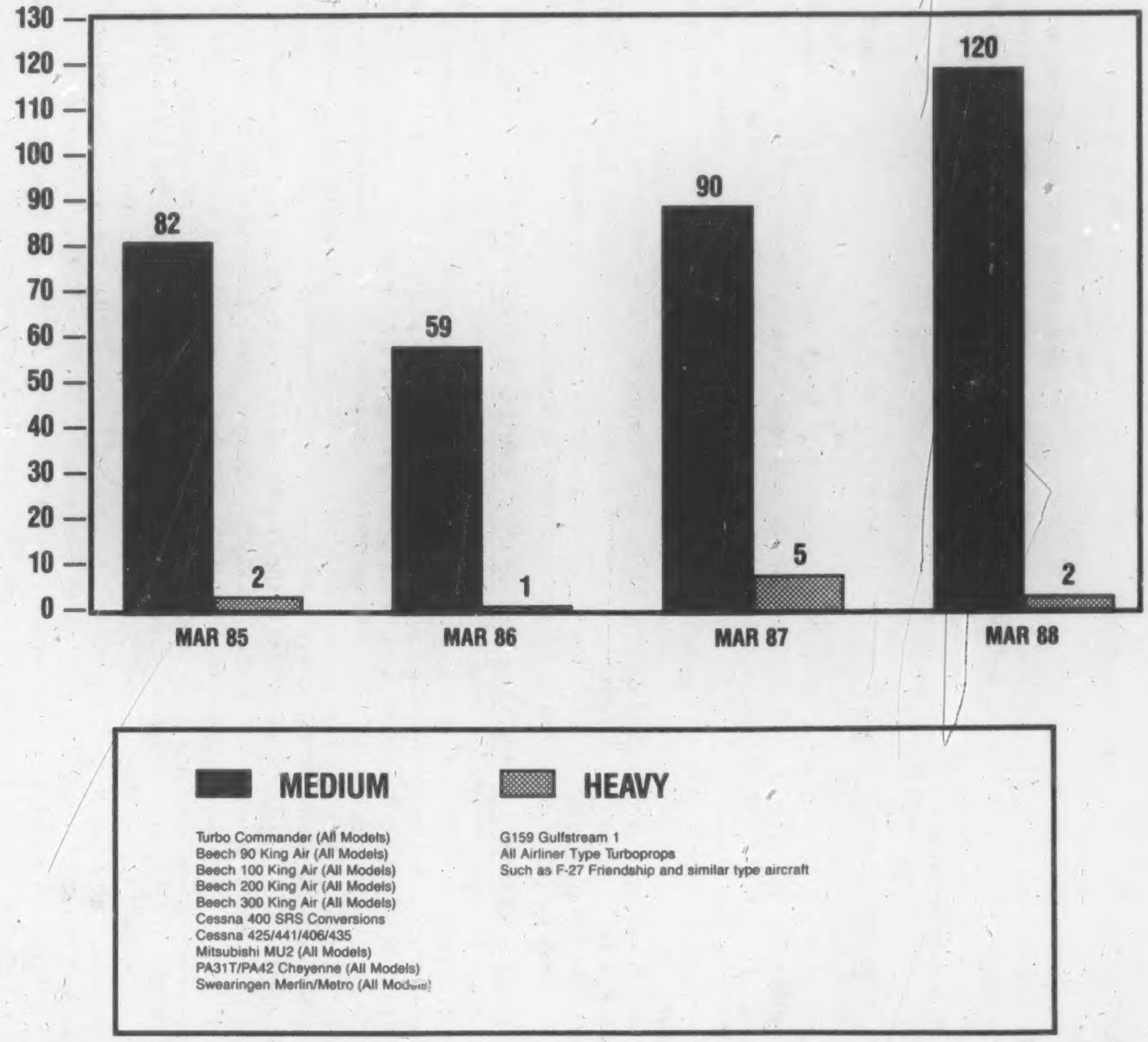
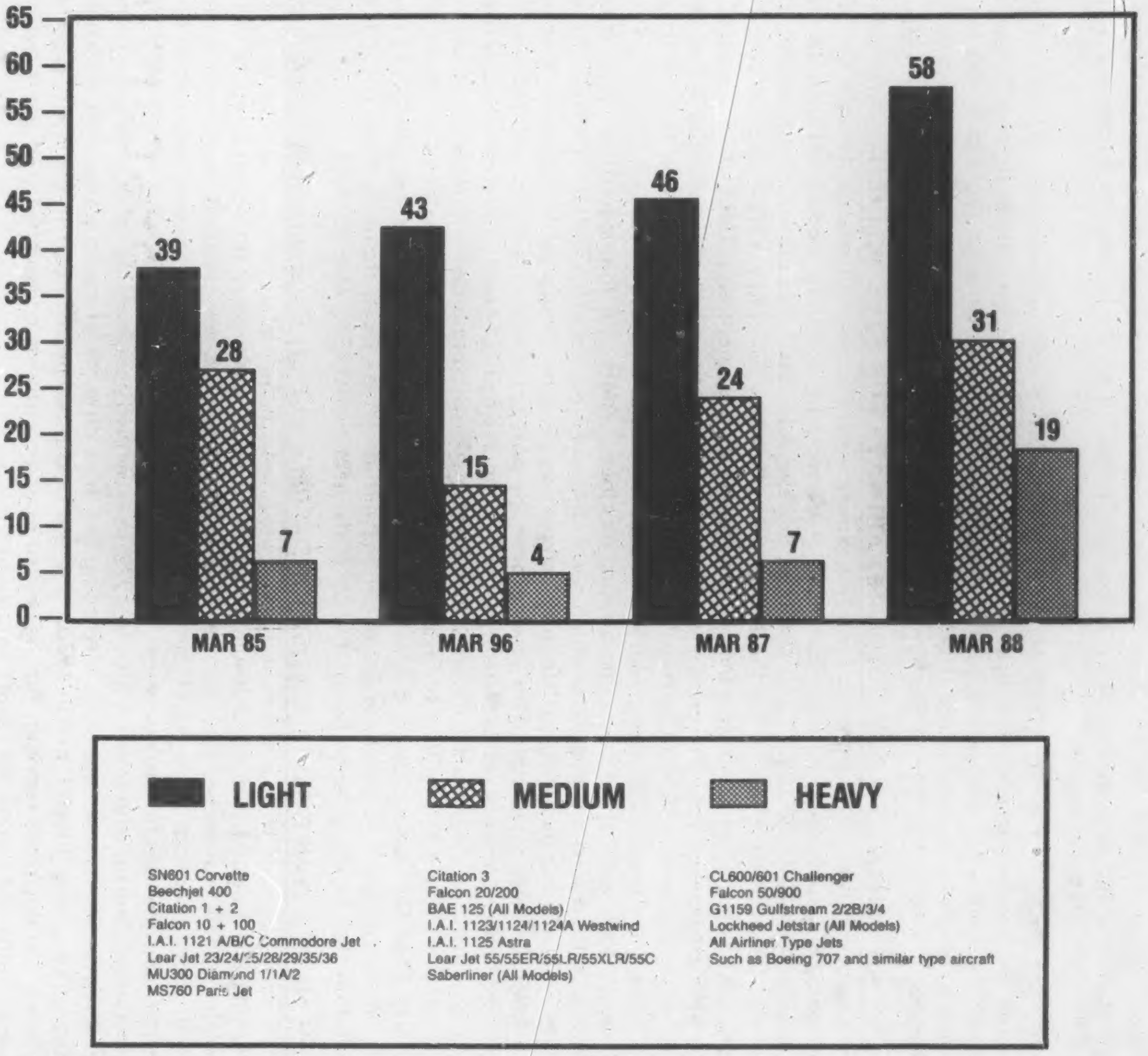
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS.

MAY 1988

USED RETAIL JET DELIVERIES - NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS.

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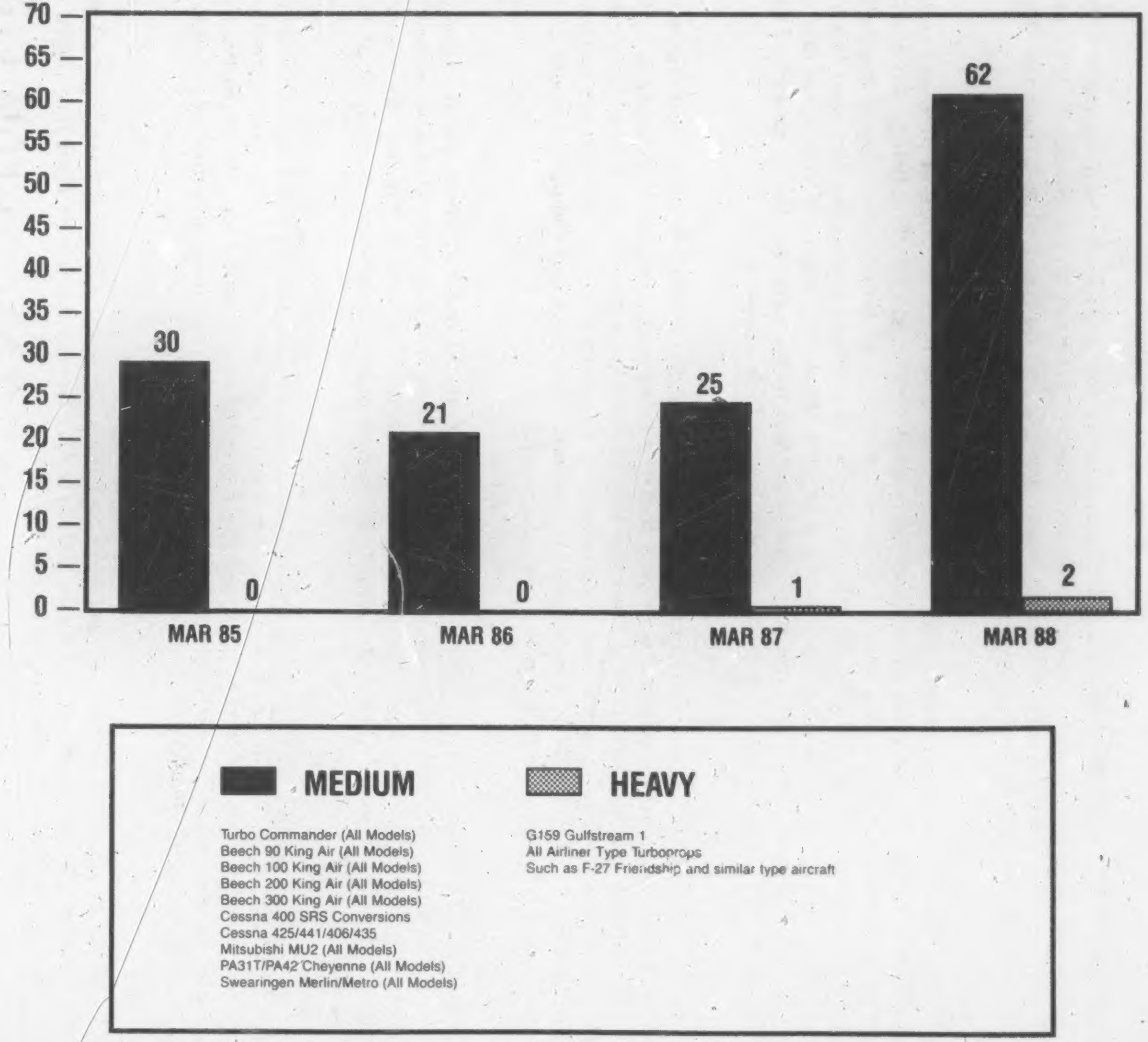
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS.

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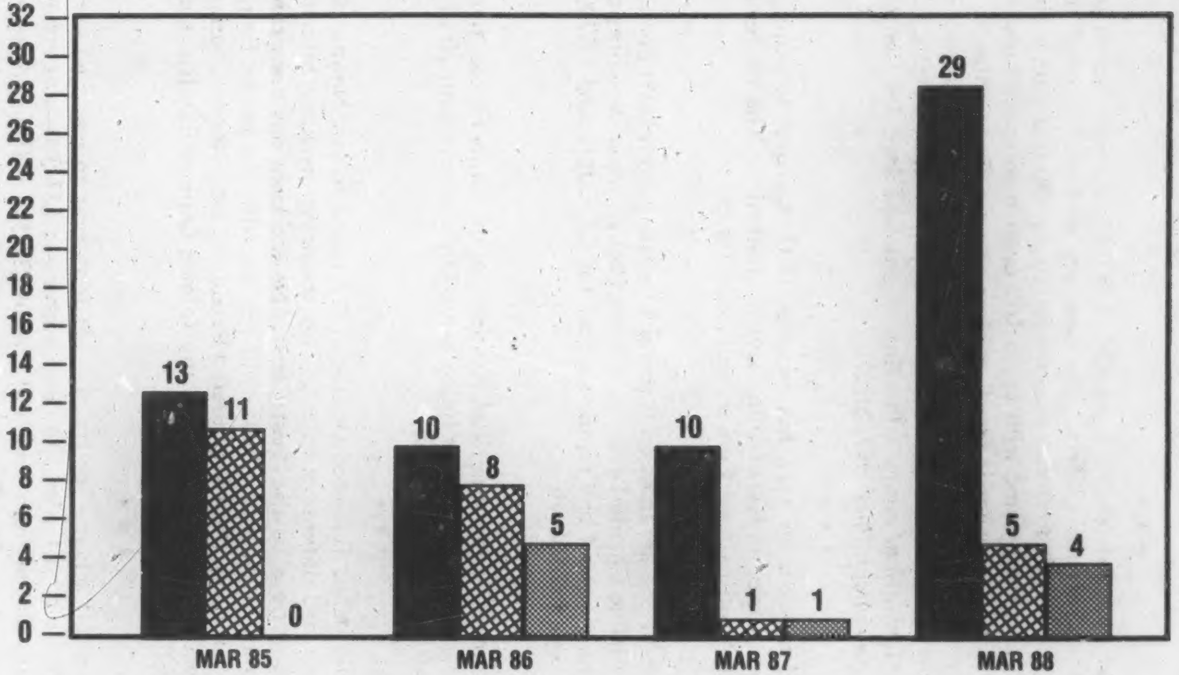
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



■ LIGHT	▩ MEDIUM	▨ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

MAY 88

NOTE

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THE WEEKLY OF

BUSINESS AVIATION™

Vol. 47 No. 2

INTELLIGENCE

CONCEPT of federal pre-emption of national airspace regulation was dismissed by U.S. District Judge David Mazzone in his ruling upholding Massport's new fee structure at Boston Logan Airport. Mazzone said "the literature, the legislative history, the cases...convey to me...an invitation for the State to regulate airfield capacity and is not prohibited as long as it is reasonable."

PLAINTIFFS in the Massport litigation, including NBAA, AOPA, RAA and the New England Legal Foundation all said last week they have not made a final decision on whether to appeal Judge Mazzone's ruling on Massport. The three aviation groups do plan to participate in the Transportation Department's ongoing investigation of the PACE Plan.

PIPER AIRCRAFT plans to begin surveying potential turbine Malibu customers this month to help determine the final configuration of the aircraft and what features it should include. The survey, which is expected to be sent to about 10,000 persons, is expected to be completed this fall. Next month, Piper is expected to begin flying a proof-of-concept model that incorporates a PT6A-11 turboprop in a slightly modified Malibu fuselage.

DUKAKIS ADVOCATES WIDESPREAD USE OF PACE PLAN TO CURB CONGESTION

Massachusetts Gov. Michael Dukakis says that if he is elected President he would tell FAA to implement programs at other major airports similar to the one adopted by the Massachusetts Port Authority at Boston Logan as a way to alleviate congestion and delays for air travelers.

A position paper prepared by the Dukakis campaign early this year states that "universal access leads to congestion, congestion leads, inevitably, to delay. The growth of U.S. aviation demands the federal government rethink its myopic 'first come, first serve' theory of air traffic management. When it comes to access to our busiest airports, especially during peak periods, scheduled jet service deserves a higher priority than unscheduled general aviation. Enforcement of anti-congestion remedies is the single most important action we can take to make the planes run on time."

In the position paper, titled "Straightening Out The Air Traffic Mess: A Program For Safer Skies and Improved Service," Dukakis describes the Program for Airport Capacity Efficiency (PACE) Plan at Boston Logan as "bold action to relieve the congestion crisis." He claims the PACE Plan "will substantially increase airport capacity through better access management by raising fees to general aviation planes, especially during peak hours and making access for large aircraft a priority at peak hours by creation of a 'reservation' system. These reservations would be treated as a public asset, and would be allocated on the basis of a number of factors, especially aircraft size."

Dukakis acknowledges that "what works to relieve congestion at one airport may not work elsewhere. But as President I will charge the FAA to work with our busiest airports to develop and implement workable solutions and require PACE-type decongestion remedies where they make sense."

The six and one-half page paper on aviation also addresses issues such as use of the Aviation Trust Fund, hiring new air traffic controllers and development of high-speed, inter-city rail service as an alternative to flying. The paper concludes that "it is time the federal government took charge and restored public confidence to one of America's most precious assets—our national air transportation system. Mike Dukakis has the leadership skill, vision, courage and experience to do the job."

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STATUS OF AIRPORT & AIRWAY TRUST FUND

APRIL 30, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,505,104,298.93	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	7,023,000.00	43,539,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	232,000.00	3,141,000.00
2. Non-commercial 9 cents tax	2,069,000.00	15,893,000.00
3. Non-commercial 3 cents tax	690,000.00	5,622,000.00
4. Transp by air,seats,berths,etc.	214,502,000.00	1,570,570,000.00
Use of international trav fac	7,656,000.00	52,990,000.00
Transp of property and cargo	14,156,000.00	94,825,000.00
Total Tax Receipts	246,328,000.00	1,786,580,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	2,170.00
2. Any liquid fuel except gas	0.00	2,207,260.00
3. Gasoline -Retailer's tax	2,000,000.00	2,000,000.00 1/
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	2,000,000.00	4,209,430.00
Net Tax Receipts	244,328,000.00	1,782,370,570.00
C. Interest on Investments	5,041,501.35	441,636,993.77
Net Receipts	249,369,501.35	2,224,007,563.77
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	68,829,582.00	481,807,082.00
2. Grants-in-aid for airports	37,299,674.48	449,933,738.58
3. Facilities & equipment	69,653,881.08	557,067,468.56
4. Research engineering & development	13,043,795.41	90,269,316.68
B. NOAA weather services	0.00	14,145,500.00
C. Interest on Refund of Taxes	0.00	64,490.00
Total Expenditures	188,826,932.97	1,593,287,595.82
IV. BALANCE - END OF PERIOD	10,565,646,867.31	10,565,646,867.31
ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	1,278.14	1/
Operations	-1,625.59	
Grants-in-aid for Airports	-9,870,144.88	
Facilities & Equipment	31,129,853.74	
Research Engineering & Development	1,281,505.90	
NOAA weather services	0.00	
		$ 22,540,867.31
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 10,543,106,000.00	
		10,543,106,000.00
Total Assets		10,565,646,867.31
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,565,646,867.31
Total Liabilities and Equity		10,565,646,867.31

NOTE

ONLY THE FOLLOWING PAGES OF THIS

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Pages: 17, 18a, 19, 19a,

20a, 21a

7/19/88 C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 47 No. 3

INTELLIGENCE

RECENT TIGHTENING of FAA security rules is causing problems for legitimate operators and some safety inspectors. FAA officials acknowledged that some of the agency's own inspectors while attempting to conduct ramp inspections following check rides, have been challenged by security personnel at the destination airport for failing to display the proper ID badge.

CAMPAIGN HEADQUARTERS of Republican Presidential candidate George Bush has released a statement saying Bush supports "more economic deregulation, less government interference, and greater public-private cooperation" for the nation's air transportation system. The campaign said it is preparing a detailed aviation policy which will be released "soon."

FLOOR ACTION on S.1600 to create an independent FAA is expected to take place shortly after the Senate returns July 25 from this week's recess for the Democratic National Convention.

NAVI, FAIRCHILD MANAGEMENT GROUP OFFERS FOR GMF REJECTED

Fairchild Aircraft owner GMF Investments, Inc. last week rejected separate tender offers for the company from North American Ventures Inc. (NAVI) and a group composed of former top management officials and has taken the company off the market, according to Chairman Gene Morgan.

NAVI, which said it had reached a definitive agreement to acquire GMF for $20 million, plus liabilities, last month (BA, June 27/201), owns Butler Aviation and Butler Services Group. Morgan said Fairchild "is too valuable an entity" that is poised for an emerging growth cycle in the regional airline industry. "I think there are follow-on aircraft that can be built and we have a clear shot at that business." Morgan said he originally thought "Fairchild earnings could benefit NAVI and that there would be some synergy with Butler Aviation and Butler Services Group. After NAVI disclosed information of the sale prematurely, I simply determined it is not in the company's best interest to consider any of these tenders."

Company also rejected a $22 million offer, plus liabilities, from a group headed by Tom Smith, former president of Fairchild. Smith, and other members Dave Bartles, executive vice president of operations and John Herbots, vice president of finance were fired last month over "significant philosophical differences" with the board over key management decisions." Group also includes James Foody, vice president of sales, who resigned at the same time.

Also, a comprehensive class-action lawsuit has been filed on behalf of some 2,500 investors, which charges North American Holdings, North American Investment Corp., and GMF with securities violations that include forgery, fraud, breach of contract, conspiracy, and violations of several federal and state securities laws. It also charges receipt of secret commissions and manipulation of stock prices. The suit charges that Morgan "failed to disclose material facts, omitted material facts or misrepresented material information" about the relationship with North American companies and the Kopko brothers, including the fact that Morgan and the Kopkos "were partners, shareholders, or officers in the entity which purchased Fairchild in 1987 for $50 million." Frederick Kopko is a member of the boards of directors of both NAVI and GMFI; Edward Kopko is chairman of the board of NAVI. The suit also holds that Edward Kopko, as part of a weekly process, "intentionally initiated rumors and/or disseminated false information about stocks underwritten by North American Investment."

NOW ONLINE WORLDWIDE

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1988 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-08	L-36A	Collided with terrain during approach	N79SF	LA	Comm	2	D
01-17	HS-125	Descent below glide path ILS approach in IMC	NXA-KUT	TX	Comm	1	D
01-21	DA-10	Overshot landing following inflight emergency	N79PB	TX	Corp	-	S
02-01	DA-20	Struck deer landing, nose gear collapse	N287W	WV	Bus	-	S
02-04	L-55	Drifted off rwy. side. Braking action poor	N760G	NY	Corp	-	M
02-22	L-1329	Landed 6900 ft. down 7250 ft. rwy., overshoot	N90KR	MI	Corp	-	M
02-24	L-25C	Power loss both engs. app. training	PT-KKV	Brazil	Comm	2	D
02-28	L-25B	Bird strike at V2, abort, overshoot	N800DR	-	Corp	-	S
04-30	HS-125	Struck deer takeoff. Abort	N27RC	FL	Bus	-	S
05-16	CE-550	Flap separation during cruise flight	N81SH	PA	Comm	-	M
05-18	L-35	Nose gear collapsed during landing roll	N508P	NC	Corp	-	M
05-24	L-35A	Crash during initial climb. Circumstances unk.	N500RW	NJ	Comm	4	D
05-28	L-36A	Unauthorized 5 hr. flight by mtnce. technician	-	CO	Comm	1	N

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

THIRTEEN BUSINESS JET ACCIDENTS REPORTED DURING QUARTER -- Thirteen accidents or incidents involving business jet aircraft were reported during the second quarter of 1988, according to information supplied by Robert E. Breiling Associates, Inc. A brief description of the past quarter's accidents/incidents, along with similar information on incidents involving business turboprops, helicopters, and aircraft used by the commuter/regional operators, is shown in charts on the back of Pages 18-21. Breiling Associates has specialized in the compilation and analysis of business aircraft accident statistics for approximately 20 years. The company has published, and has available for sale, a number of comprehensive reports on different aspects of business aviation operations. These include Business Jet Accident Analysis for Corporate Aviation, Annual Turbine Aircraft Accident Review, Business Turboprop Accident Analysis, and Twin Turbine Helicopter Accident Analysis. For more information, contact the company at: 6020 N. Federal Highway, Suite 4, Boca Raton, Fla., 33487; (407) 997-2580.

SENATE INCLUDES MASSPORT PROVISION IN DOT FUNDING BILL -- DOT funding legislation for fiscal 1989, which the Senate passed last week by a vote of 91-6, includes a revised Massport provision, the result of a compromise between Sen. Warren Rudman (R-N.H.) and Sen. Edward Kennedy (D-Mass.). Supporters of the Massport grant prohibition had been fearful that Kennedy would object to the measure, thereby requiring 60 votes to overturn the procedural objection.

New amendment strikes language in the bill offered by the Appropriations Committee which would cut off federal funds to the Massachusetts Port Authority if it fails to delay implementation of the PACE plan prior to determination by the Department of Transportation that the fee schedule does not violate Federal law. In introducing the revised amendment, Rudman said "while I regret that Massport has declined to delay implementation as requested by DOT, I do not believe it is truly reasonable to cut off funds if the Department eventually rules in Massport's favor." Rudman said the revised amendment cuts off funds to Massport "only if the Department rules that the fee schedule is in violation of Federal aviation law or not consistent with national transportation policy and the PACE plan stays in effect." The provision requires a ruling from DOT by Dec. 5.

Kennedy said that while he "supports the Massport plan as a good faith attempt" to resolve airspace and capacity problems, and is "optimistic that DOT will agree that the Massport plan is consistent with the aviation statutes and with national aviation policy," he is aware "that decisions made at Massport obviously have implications not only for the region but nationally." Sen. Gordon Humphrey (R-N.H.), speaking in support of the amendment, said while he is not opposed to adjusting fees for all aircraft, "it is the fairness of the total plan which is important." Humphrey said "if Massport's PACE plan becomes fully operative, it could set a precedent for airport authorities nationwide. If fees are set so high as to restrict access, it would hurt the national air transportation system." Sen. Nancy Kassebaum (R-Kan.) said while Massport will affect all classes of aircraft, "the effects will be felt most by general aviation and commuter aircraft." Kassebaum said by requiring DOT to look at the PACE plan, "we emphasize our concern that DOT consider the needs of all those who operate aircraft."

Bill provides $6.5 billion for FAA, including $3.44 billion for operations, $1.54 billion for facilities and equipment, a $1.33 billion limitation on obligations for the Airport Improvement Program, $160 million for research, engineering and development, and $37 million for administration.

AERO COMMANDER PILOT'S LICENSE FOLLOWING 'RECKLESS OPERATION' -- The pilot of an Aero Commander 1121, N-number N34SW, has had his license revoked on an emergency basis for what the Federal Aviation Administration termed "a reckless operation endangering the life and property of another." George Demar, of East Quoque, N.Y., was ordered to surrender his certificate to the FAA because, according to the order, "it appears you are no longer qualified to exercise the privileges of a commercial pilot certificate. Therefore, the Administrator finds that safety in air commerce or air transportation and the public interest require the (immediate) revocation of your certificate." Demar was accused of acting as pilot-in-commander of the aircraft without his current certificate, operating on runways at Baltimore-Washington Airport without establishing two-way radio contact with air traffic control, and taking off from BWI without clearance thereby requiring a Boeing 757 to execute a missed approach to avoid collision. FAA also said the aircraft at the time was unworthy because of a shattered windshield. Demar has 10 days to file an appeal.

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1988 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-10	SA-226T	Aircraft rolled inverted on liftoff	N800AW	MI	Corp	3	D
01-16	BE-90C	Landing gear collapsed landing	N7257P	KS	Comm	-	S
01-18	PA-31T	Hit trees, house during instrument app.	N200RS	AL	Bus	-	D
01-20	MU-2B	Acft. pitched & rolled after takeoff	N349MA	NJ	Comm	-	N
02-11	CE-425	Crashed executing missed app. IMC	N6771Y	FL	Bus	1	D
02-12	MU-2B	Structural damage due turbulence	N339MA	PA	Comm	-	S
02-16	CE-441	Near miss during IFR approach in IMC	N1WB	CO	Bus	-	N
02-18	PA-31T	Decompression at FL270. Window failed	N2645Z	CO	Comm	-	M
03-07	PA-31T	Near miss during controlled climbout	N484SC	IL	Corp	-	N
03-15	G-159	Hyd.sys.malf.Steering/brake loss landing	N750BR	Swiss	Corp	-	S
03-28	CE-425	Gear door separation during cruise	N74JW	NC	Pers	-	S
04-05	BE-90	Exp. uncontrolled hardover, descent	N181LL	MN	Comm	-	S
04-06	MU-2	Landed with landing gear retracted	N10MR	TX	Comm	-	S
05-10	BE-200	Near miss during approach	N1065T	IL	Corp	-	N
05-14	MU-2	Aircraft crashed on TO. Unknown cause(s)	N9654M	-	Comm	3	D
05-17	690A	Impacted terrain during night app.in VMC	N660RB	AR	Comm	1	D
06-08	690C	Fuel exhaustion during approach	N47TT	CA	Bus	-	S
06-16	685	Aircraft settled after TO. Struck terrain	N165SE	AR	Bus	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

1988 TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-05	S-76A	Main rotor blades hit helipad takeoff	N -	OH	EMS	-	M
01-14	B-206	Passenger struck by tail rotor	N3NJ	NJ	Police	-	M
01-18	SA-341G	Attempted VFR flight in deteriorating wx.	N61DR	AZ	Pers	-	S
01-20	SA-350	Crashed while repositioning on pad	N26TM	UT	EMS	-	D
01-20	AS-355F	Lded.hard during run on ldg. Training	N5800F	TX	Comm	-	S
01-24	H-500	Lded.short, practice autorotation	N8366F	CA	Comm	-	S
01-28	B-204B	Crash landing following power loss	N8154F	AL	Comm	-	D
02-11	B-206	Tail rotor hit object landing in whiteout	N -	Cda	Comm	-	S
02-16	B-206B	Wire strike during photo flight	N21197	OH	Comm	-	S
02-16	H-500	Tail rotor failure Crash landing	N5093Y	MD	Comm	-	D
02-18	B-206A	Power loss hover. Hard landing	N7981J	OR	Comm	-	S
02-23	AS-350	Struck trees landing in marginal wx. night	N-	Cda	Comm	-	S
02-24	H-500	Tail rotor, gear box separation in flight	N5093	PA	Comm	-	D
02-28	B-206	Power loss during landing. Hard landing	N -	Cda	Comm	-	S
03-10	B-206B	Crashed during engine run up	N13Q	IL	Comm	-	S
03-17	B-206L	Uncontrolled descent into the ground	N5759H	IL	Comm	-	D
03-17	B 206B	Acft. slid off helo pad landing	N2995W	HI	Comm	-	S
03-18	B-206L	Crash landed on road. VMC in IMC	N5759H	IL	Comm	-	S
03-19	S-76A	While hovering,seagull hit windscreen	N2215C	NY	Corp	-	M
03-24	B-206B	Acft. rolled over following hard ldg.	N352BT	MA	Pers	-	S
03-24	S-76A	Passenger struck by main rotor	N1547N	LA	Comm	-	N
03-29	B-206L	Hard ldg. Practice auto rotation. Tr.	N114FH	PA	Pers	-	S
04-02	SA-316B	Collective control malf. emerg. ldg.	N72590	UT	EMS	-	S
04-09	A-109A	Hard landing following control malf.	N33SV	SD	EMS	-	S
05-01	B-206B	Power/RPM loss app. Hard ldg. in river	N7094J	NY	Comm	1	D
05-12	AS-355F	Tail rotor assembly separation, cuise flt.	N101NC	NC	EMS	-	M
05-12	B-206	Practice autorotation,late abort,lded short	N39071	NY	Police	-	S
05-13	H-500	During ldg, acft. went into violent turn	N4983T	HI	Comm	-	S
05-17	H-500	Pilot lost ground ref. in blowing dust, TO	N5258C	OR	Bus	-	S
05-21	B-222UT	Aircraft crashed ldg. Circumstances unk.	H-18	BWI	Gov't	1	D
05-29	B-206B	Control lost during initial climb. Ditched	N83203	HI	Comm	-	S
06-18	B-206	Inflight main rotor, tail separation	N114FH	PA	Comm	2	D
06-27	B-206L	Power/RPM loss. Hard ldg. autorotation	N2611	LA	Comm	-	S

Information presented is based on preliminary reports and may change as the investigation continues.

1988 COMMUTER AIR CARRIER ACCIDENTS/INCIDENTS

DATE	MODEL	CARRIER	DESCRIPTION	STATE	FTL	DAM *
88-01-18	ATR-42	Simmons Air	Fire warning enroute. Shut down, landed no further incident	IA	-	D
01-19	SA-227	Trans Colorado	Crashed during instrument approach in IMC	CO	7+2	D
01-20	SA-227	Trans Colorado	Collided with deer during takeoff at 80 kts. TO aborted	TX	-	N
01-26	BE-1900	Business Express	Emerg. ldg. following control malf. Rag found binding control	PA	-	N
01-29	SA-227	Wings West	Lost engine power during landing touchdown in turbulence	CA	-	N
02-02	SAAB-340	Express Airlines	Uncontained engine failure during prop reverse landing	TN	-	S
02-04	BE-99	Bar Harbour	Near mid air with CE-172 during landing at Orlando Intl. Apt.	FL	-	N
02-09	BAE-3101	Jetstream Int'l.	Aircraft crashed during practice instrument approach	OH	0+3	D
02-16	CE-441	Rocky Mountain	Near miss due ATC operational error	CO	-	N
02-19	SA-227	Air Virginia	Crashed into lake following TO in IMC. 100 ft.obs. vis. 0.13mi.	NC	10+2	D
02-19	BAE-146	Air Wisconsin	Near miss with NWA 747 departing O'Hare	IL	-	N
02-26	BE-1900	Brockway Air	Hit U.S. Air aircraft during taxi	NY	-	S
03-03	HS-748	Air BVI	Damaged by jet blast from AA 727 while awaiting departure	VI	-	S
03-25	BAE-3101	Chaparral	Engine failure in flight. Prop would not feather. Emerg ldg.	TX	-	S
04-15	DHC-8	Horizon Air	Control lost during emerg.ldg. with uncontrolled engine fire	WA	-	D
05-16	SA-226	Atlantis Air	Landed with landing gear in the retracted position	GA	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

NOTE

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INTELLIGENCE

PIPER Aircraft Corp., which delivered 277 new aircraft in the fiscal year ended June 30, 1988, expects total deliveries to "more than double" in the current fiscal year.

GAMA member companies exhibiting at this week's Dayton Air Show and at the Experimental Aircraft Association convention in Oshkosh, Wis. next month will be distributing post cards to attendees asking them to write their Congressional representatives in support of general aviation product liability legislation.

BRITISH Aerospace Inc., which has operated as a largely autonomous unit in North America, may lose some of that autonomy as part of a planned restructuring of the parent company that goes into effect this January. BAe Inc. is expected to become part of BAe's Civil Aircraft Division.

FAIRCHILD Aircraft named Mel Floyd to the position of vice president-operations last week, the first replacement named for four top executives of the company who were dismissed or resigned last month (BA, June 27/201). Floyd, who joined Fairchild in 1978, will continue to serve as president and general manager of Merlin Express and Gen-Aero, two Fairchild subsidiaries.

COMMANDER OWNERS URGED TO REJECT GULFSTREAM MODIFICATION OFFER

The president of the Commander Flying Association, whose membership includes about half the owners of Commander 112/114 aircraft, has written to members of the group urging them to reject an offer by Gulfstream Aerospace to make several modifications to correct problems with the aircraft. The July 15 letter from David Kaplan follows a July 11 letter from Gulfstream to the approximately 1,000 Commander 112/114 owners offering to modify the wings, seats and tails of the aircraft "for a total owner contribution of $2,000 per aircraft, at any time through 1990 on aircraft brought to Wiley Post Airport." Gulfstream said it calculates its cost for making the repairs at $6,500 and estimates the normal retail price would be about $9,000 per aircraft.

The letters are the latest development in a long-running dispute between Gulfstream and the Commander Flying Association (CFA) over fixes for what the owner's group charges are a series of design deficiencies in the single-engine aircraft that were manufactured by Rockwell International in the 1970s. CFA filed suit against Rockwell and Gulfstream (which acquired the rights to the Commander line in February 1981 but never built any of the single-engine models) in 1986 in California state court. The group subsequently filed another suit in federal district court in California. Neither case has yet come to trial. In those actions, CFA is seeking damages for loss of use and diminution of value of the aircraft, the cost of repairs, related expenses and punitive damages. While no dollar figure was specified in the suits, Kaplan told BA last week he estimates the total damages sought would be about $30 million. The three major problems with the planes, according to Kaplan, include a "defective fitting" that causes bending and cracks in the wing upper spar; the need to "beef up" the vertical stabilizer to prevent cracks; and, a problem with the seat tracks of the aircraft that he said can cause the seat to come loose during a hard landing or crash.

A Gulfstream spokesman told BA last week the company has received about 95 calls from persons either seeking more information about the modification program or wanting to reserve a position to get

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – SECOND QUARTER UNIT SHIPMENTS

		2nd Quarter 88	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	1	1
TB-10	Tobago	9	12
TB-20	Trinidad	11	15
TB-21	Trinidad TC	2	2
TOTAL		23	30
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	25	54
BE-F33C	Bonanza	1	1
BE-A36	Bonanza	19	34
BE-36TC	Bonanza	5	9
• Multi-Engine			
BE-58	Baron	3	6
BE-58P	Baron	0	1
BE-76	Duchess	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	6	16
BE-F90-1	King Air	0	0
BE-200	Super King Air	7	11
BE-200C	Super King Air	0	0
BE-300	Super King Air	13	20
BE-200T	Super King Air	0	0
BE-1900C	Commuter	12	21
Beechjet 400		7	7
Diamond IA		0	0
TOTAL		98	180
Manufacturers net billing – $132,124,332			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	14	27
BAe 146-100		0	0
BAe 146-200		6	8
HS-125 Model A		5	9
HS-125 Model B		3	3
TOTAL		28	47
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	3	5
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		3	5
CANADAIR			
• Multi-Engine			
CL-601	Challenger	5	10
TOTAL		5	10
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-172	Skyhawk	0	0
CE-172RG	Cutlass	0	0
CE-182	Skylane	0	0
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	0	0
CE-182RG	Turbo Skylane RG	0	0
CE-U206	Stationair 6	0	0
CE-TU206	Turbo Stationair 6	0	0
CE-208	Caravan I	22	37
CE-210	Centurion	0	0
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-414	Chancellor	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	0	0
CE-550	Citation II	7	12
CE-S550	Citation S/II	4	10
CE-650	Citation III	1	6
REIMS AVIATION			
• Single-Engine			
CE-F152		0	0
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
• Multi-Engine			
CE-406	Caravan II	2	4
TOTAL		36	69
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	2	4
AD-My.20	Falcon	0	0
AD-My.200	Falcon	0	0
AD-My.50	Falcon	3	4
AD-My.900	Falcon	7	15
TOTAL		12	23
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	*	0
DHC-6	Twin Otter	*	0
DHC-7		*	1
DHC-8		*	5
TOTAL		*	6
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	0	2
EMB-711	Corisco	3	4
EMB-712	Tupi	0	0
EMB-720	Minuano	1	1
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	12	14
EMB-121	Xingu	0	0
EMB-810D	Seneca II	5	9
EMB-820		0	0
EMB-821	Carajah	4	5
TOTAL		25	35
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		5	8
Expediter		0	0
TOTAL		5	8
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	0	0
G-IV	Gulfstream IV	9	21
TOTAL		9	21
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	2	8
TOTAL		2	8
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	9	18
TOTAL		9	18
LEARJET CORP.			
• Multi-Engine			
LR-35A		5	10
LR-36A		0	0
LR-55		0	1
TOTAL		5	11
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	2	2
M-6-235		1	2
MX-7-180	Super Rocket	5	13
M-7-235	Super Rocket	5	6
MX-7-235		5	10
TOTAL		18	33

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		2nd Quarter 88	Cal. Year
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	7	18
M-20J	205	5	9
M-20K	231	0	0
M-20K	252	7	19
M-20L	PFM	21	29
TOTAL		40	75
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-28-161	Warrior	21	35
PA-28-181	Archer II	12	24
PA-28-236	Dakota	1	1
PA-28RT-201T	Turbo Arrow IV	3	5
PA-32-301	Saratoga	3	9
PA-32R-301	Saratoga SP	5	5
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	13	23

		2nd Quarter 88	Cal. Year
• Multi-Engine			
PA-34-220T	Seneca III	10	29
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	0
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	1	2
PA-42-1000	Cheyenne 400LS	0	1
TOTAL		69	134
Manufacturers net billing – $10,460,947			
SHORT BROTHERS			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	0
SD-3-30		0	0
SD-3-60		2	7
TOTAL		2	7
	SINGLE-ENGINE	223	404
	MULTI-ENGINE	166	422
	GRAND TOTAL	389	826

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	2nd Quarter			Calendar Year to Date		
	1988	1987	1986	1988	1987	1986
Aerospatiale	23	16	28	30	47	43
Beech	98	78	56	180	130	109
British Aerospace	28	34	18	47	49	34
Britten Norman	3	4	3	5	14	44
Canadair	5	7	3	10	9	4
Cessna	36	51	105	69	101	267
Dassault	12	2	6	23	11	10
De Havilland	*	15	14	6	20	20
Embraer	25	36	28	35	56	47
Fairchild	5	16	12	8	21	16
Gulfstream	9	12	15	21	17	8
Israel	2	5	3	8	5	5
Lake	9	8	10	18	10	12
Learjet	5	3	4	11	4	6
Maule Air	18	14	17	33	35	32
Mooney	40	40	34	75	73	60
Piper	69	110	60	134	169	136
Short	2	2	4	7	3	11
TOTAL	389	453	417	826	784	836

* Figures not available

NOTE

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Cov. 1, Pgs. 34a, 35a, 36a,

37a, 38a

8/3/88 C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 47 No. 5

INTELLIGENCE

TREASURY DEPARTMENT officials conducting a study of aircraft depreciation said during a meeting with industry representatives last week they now plan to send the same survey form to regional airlines, helicopter operators and air taxis that will be sent to large scheduled airlines. A separate form will be sent to general aviation operators.

JUSTICE DEPARTMENT has clarified its position on S.473, the general aviation product liability bill, and now favors adoption of the legislation. A previous letter from Justice raised questions about the department's position on S.473 (BA, June 27/206), but a recent letter from Justice to Senate Majority Leader Robert Byrd states that amendments to S.473 suggested by Justice "are technical in nature, and as such, do not reflect on the substantive desirability of adopting S.473, which the Department otherwise supports." Thomas Boyd, acting assistant attorney general, told Byrd, "We hope the Senate will move swiftly in acting favorably on this legislation."

LEARJET CORP. said Friday it has completed all the requirements for certification of the Model 31 and has submitted all documentation to the FAA for final review. William Boettger, executive vice president, said certification work on the Model 55C is continuing at an accelerated pace and is expected to be completed in August. "We fully intend to have the type certificates for both aircraft in hand before the end of August," Boettger said.

FOUR GROUPS FILE NOTICES OF APPEAL IN MASSPORT CASE

Notices of appeal have been filed by the National Business Aircraft Association, the Aircraft Owners and Pilots Association, the Regional Airline Association and the New England Legal Foundation in an attempt to overturn U.S. District Court Judge David Mazzone's decision last month which affirmed the legality of the Massachusetts Port Authority's PACE plan (BA, July 4/1). Case is being appealed to First Circuit Court of Appeals, which is located in Boston.

Jonathan Howe, NBAA president, said NBAA is not so much concerned with the monetary aspect of the case as it is with "the enormous precedent this will set." He said if the nation's 22 pacing airports all start making determinations about who can fly into them and what routes they can serve "we'll be back to the way things were before airline deregulation." He said in both the appeals court process and particularly in the DOT proceeding, NBAA's attorneys will attempt to show the Massport case has national implications that could have a major impact on interstate commerce. Howe said it is unlikely the appeals court will decide the case until after the Department of Transportation concludes its investigation and renders a decision Nov. 15.

John Fredricksen, executive vice president of RAA, said the decision to appeal was made because "we will never have a clearer case of discrimination against small community air service." There had been reluctance on the part of some groups to appeal Mazzone's decision for fear that if the Appeals Court also sides with Massport it would broaden the scope of the precedent set in the original decision. Fredericksen said, however, "the precedent has already been set. Every airport in the country knows about this." AOPA General Counsel John Yodice said, "Local airport authorities should not be able to use landing fees as a guise to discriminate against any class of airport user, or to preempt federal control of access to the nation's air transportation system."

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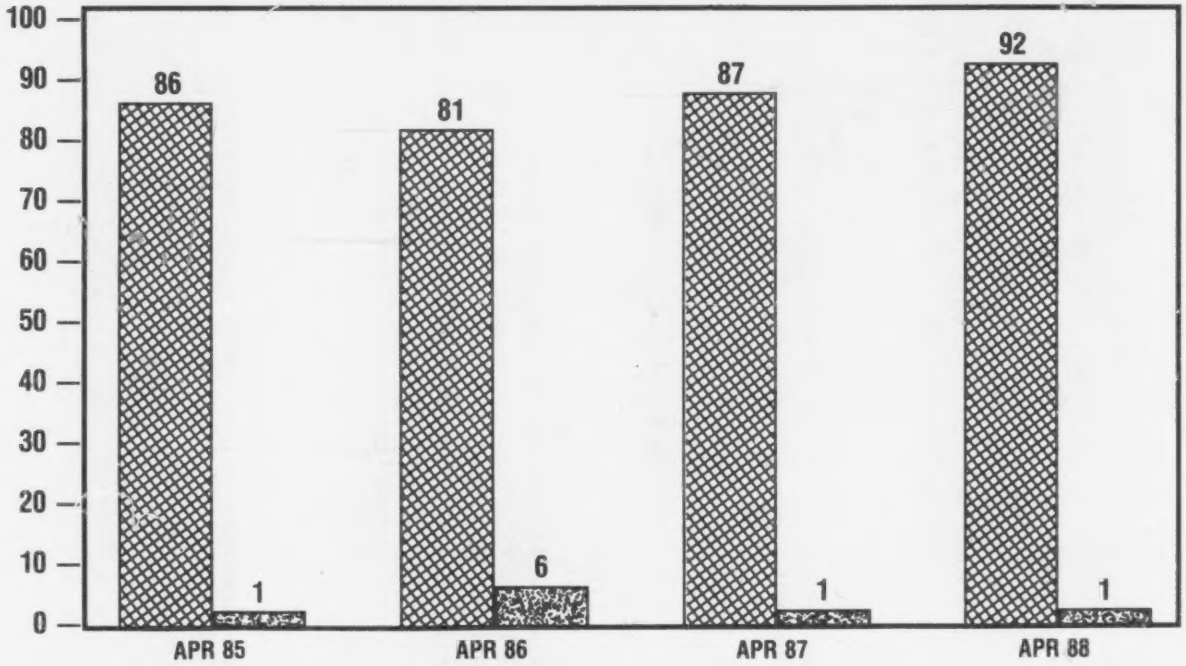
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



▩ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

▨ **HEAVY**

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JUNE 1988

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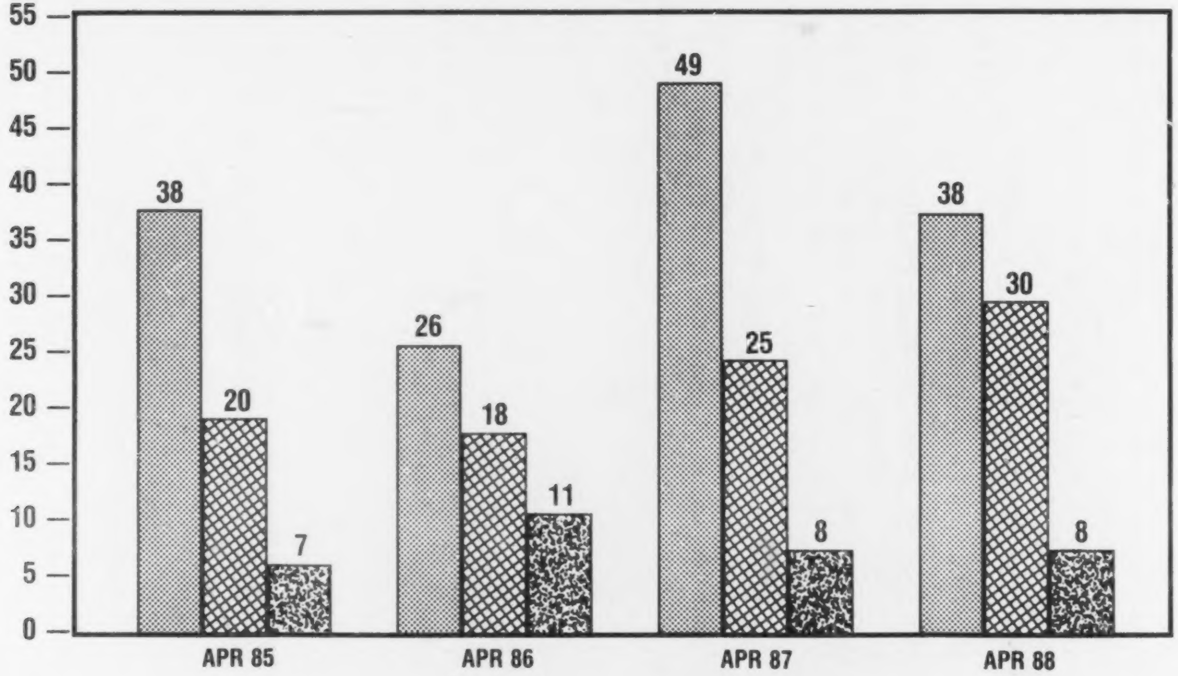

▨ **LIGHT**

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

▨ **MEDIUM**

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

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CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
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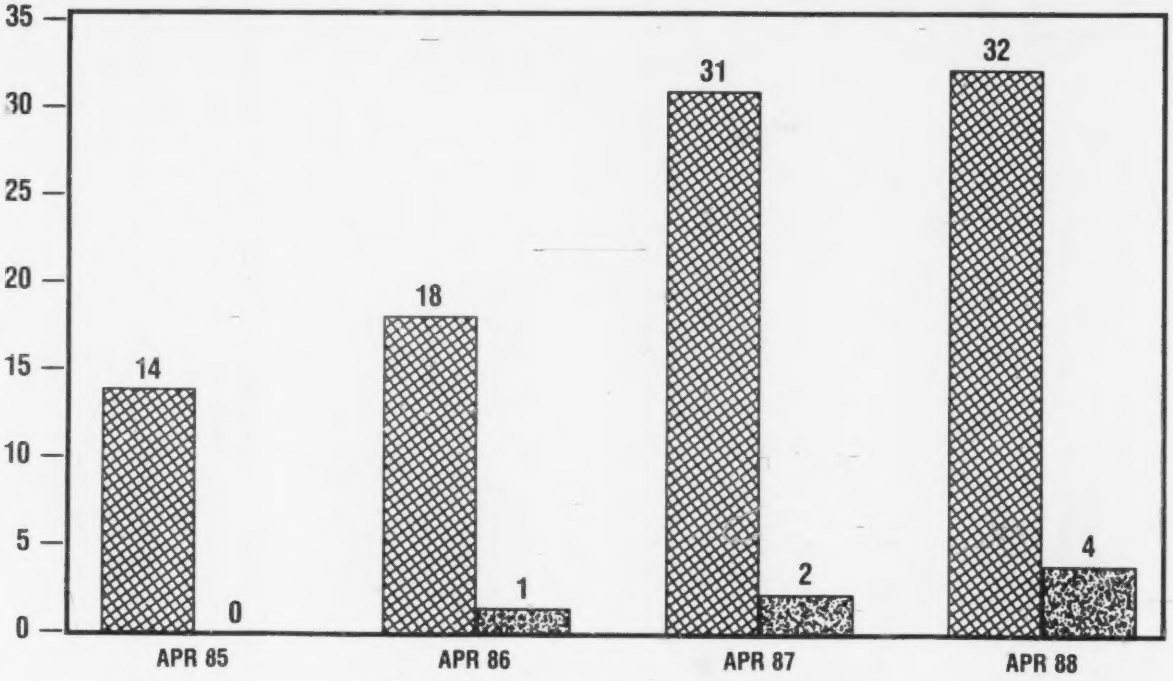
SOURCE: AVDATA, INC., WICHITA, KS.

35A

JUNE 88

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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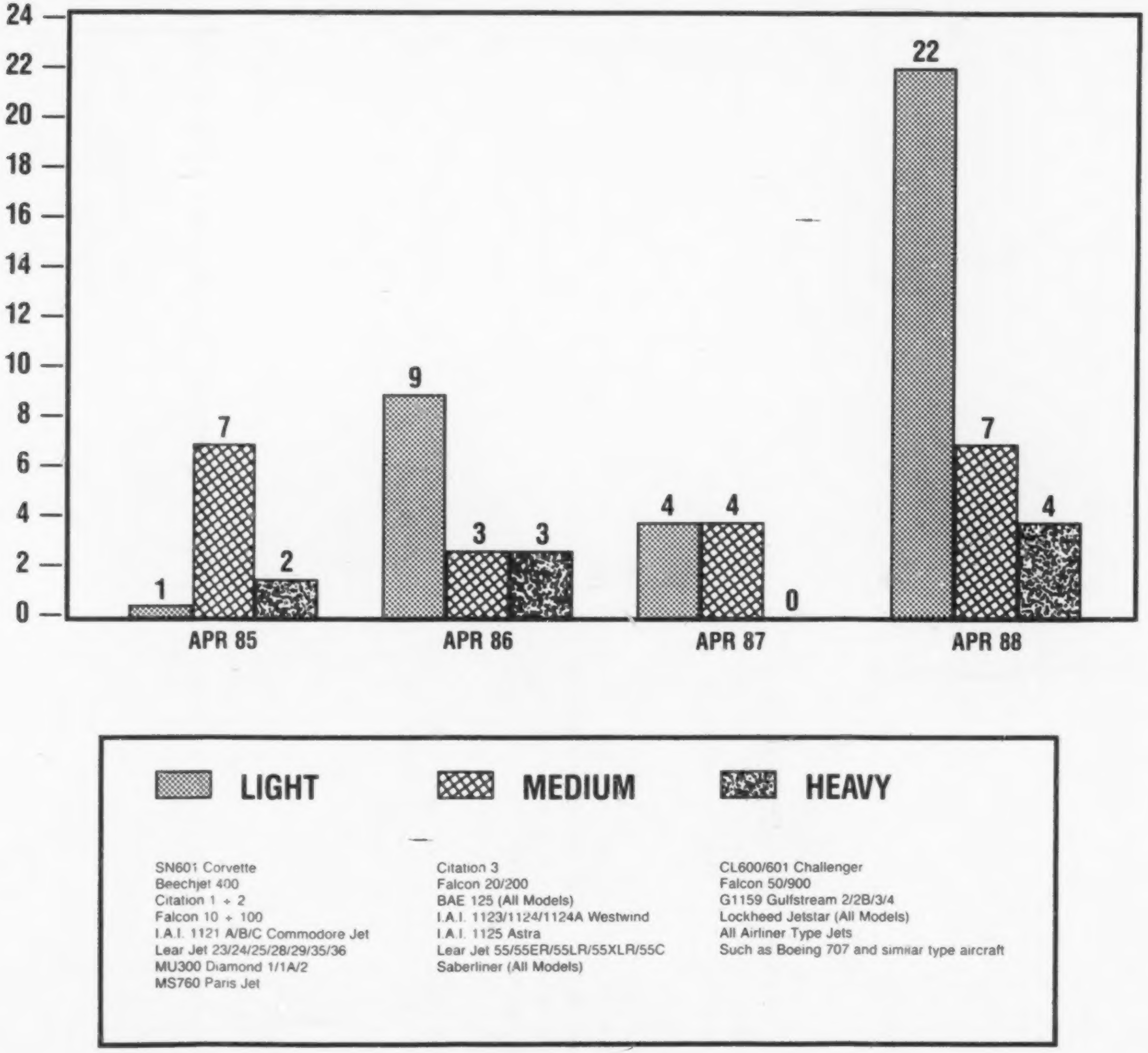

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All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

37A

JUNE 88

STATUS OF AIRPORT & AIRWAY TRUST FUND

MAY 31, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,565,646,867.31	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,539,000.00	50,078,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	3,359,000.00
2. Non-commercial 9 cents tax	1,973,000.00	17,866,000.00
3. Non-commercial 3 cents tax	658,000.00	6,280,000.00
4. Transp by air,seats,berths,etc.	245,813,000.00	1,816,383,000.00
Use of international trav fac	8,712,000.00	61,702,000.00
Transp of property and cargo	15,217,000.00	110,042,000.00
Total Tax Receipts	279,130,000.00	2,065,710,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	7,150.00	9,320.00
2. Any liquid fuel except gas	0.00	2,207,260.00
3. Gasoline -Retailer's tax	0.00	2,000,000.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	7,150.00	4,216,580.00
Net Tax Receipts	279,122,850.00	2,061,493,420.00
C. Interest on Investments	9,181,149.47	450,818,143.24
Net Receipts	288,303,999.47	2,512,311,563.24
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	68,829,557.00	550,636,639.00
2. Grants-in-aid for airports	52,921,575.62	502,855,314.20
3. Facilities & equipment	127,790,250.36	684,857,718.92
4. Research engineering & development	10,787,434.37	101,056,751.05
B. NOAA weather services	0.00	14,145,500.00
C. Interest on Refund of Taxes	4,210.00	68,700.00
Total Expenditures	260,333,027.35	1,853,620,623.17
IV. BALANCE - END OF PERIOD	10,593,617,839.43	10,593,617,839.43

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	485.61	
Operations	3,748,399.41	
Grants-in-aid for Airports	-9,191,720.50	
Facilities & Equipment	41,812,603.38	
Research Engineering & Development	1,494,071.53	
NOAA weather services	0.00	
		$ 37,863,839.43
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 10,555,754,000.00	
		10,555,754,000.00
Total Assets		10,593,617,839.43
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities	38A	$ 10,593,617,839.43
Total Liabilities and Equity		10,593,617,839.43

NOTE

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8/16/88 C5800-30

THE WEEKLY OF
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Vol. 47 No. 7

INTELLIGENCE

RANDOM DRUG TESTING is likely to be included in the Transportation Department's final rule requiring drug tests for some 500,000 persons in the aviation industry. A proposal for random testing has spurred strong opposition from pilot groups and others, but those protests have not changed the mind of DOT Secretary James Burnley. He told reporters last Thursday that evidence to date shows random testing is the most effective deterrent to drug use. "I'll need to see some new evidence that refutes what we've seen to date," before dropping the requirement for random testing, Burnley said.

SECRETARY BURNLEY refused to be pinned down on when the final drug testing regulations for aviation industry employes will be issued, promising only that the final rule will be out prior to "January 20, 1989," the Reagan Administration's last day in office.

TENURE of James Burnett as chairman of the National Transportation Safety Board was scheduled to end during the past weekend. Although renominated by President Reagan in April for a fourth term as NTSB chairman, the Senate Commerce Committee has refused to act on the nomination. Burnett, who joined NTSB in late 1981 and has served as chairman since early 1982, will continue serving as one of five NTSB members under a term that expires Dec. 31, 1990. James L. Kolstad, vice chairman of the board, will take over as acting chairman of NTSB.

AOPA POLL SHOWS OVERWHELMING SUPPORT FOR NATIONAL AVIATION POLICY

The federal government needs to make a major commitment to an overhaul of the nation's air transportation system, according to 89 percent of those responding to a poll of 1,000 non-pilots commissioned by the Aircraft Owners and Pilots Association. Study also said 87 percent agree with the need for a national aviation policy.

Air safety was viewed by 82 percent of those polled as a serious issue, with faulty maintenance named by 42 percent of those polled as a major factor in safety problems. Only two percent of those taking part in the survey, which was conducted shortly after the Aloha Airlines 737 incident and FAA's investigation into operations at Continental and Eastern, cited private aircraft as having a negative effect on safety. Flight delays were viewed by only 16 percent as a serious problem. Concentration of blame for existing delays was on bad weather and overcrowding. Existence of general aviation aircraft was not mentioned by any of those surveyed as a reason for flight delays.

More realistic scheduling and expanded airports was preferred as a means of relieving airport congestion as opposed to placing limitations on aircraft flights. If flight limitations were required, 63 percent would prefer to see limiting general aviation and commercial flights equally, as opposed to six percent in favor of limiting only commercial traffic and 25 percent in favor of limiting GA traffic.

John Baker, president of AOPA, said the study should bring the debate on capacity and congestion to the White House level. He said "if we don't fix the capacity problem, we are going to get the fuzzy end of the lollipop." He said the entire aviation industry has a "strong vested interest in having the new Administration be knowledgeable about the issues...they must be willing and able to address and fix the system." Baker disagreed with public opinion that maintenance and safety are serious problems in the industry, but said those issues "draw the most attention." He said he considers congestion to be the biggest problem, but it is an economic problem, not a safety one.

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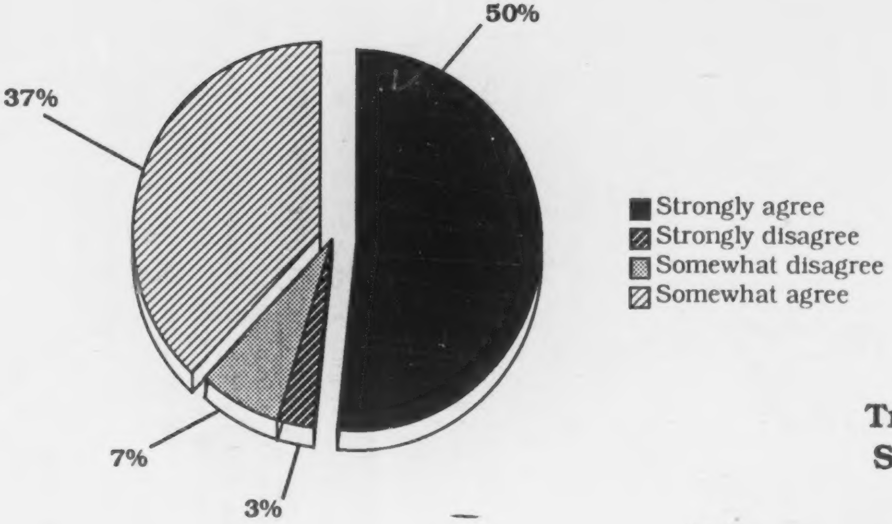
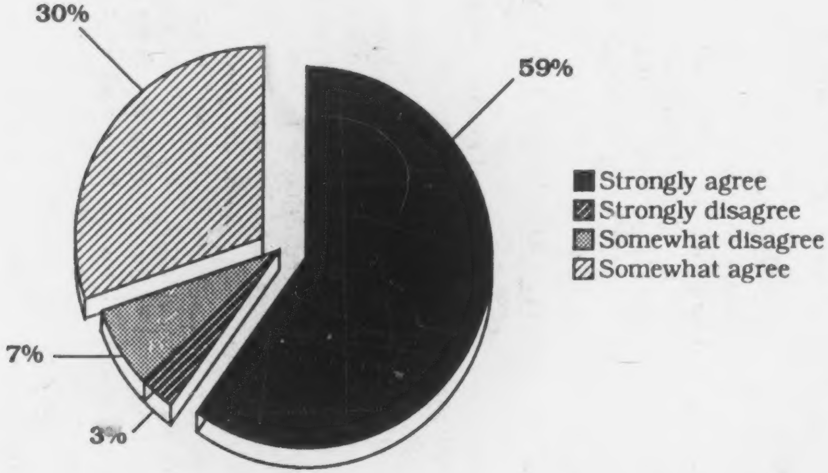
Need National Aviation Policy



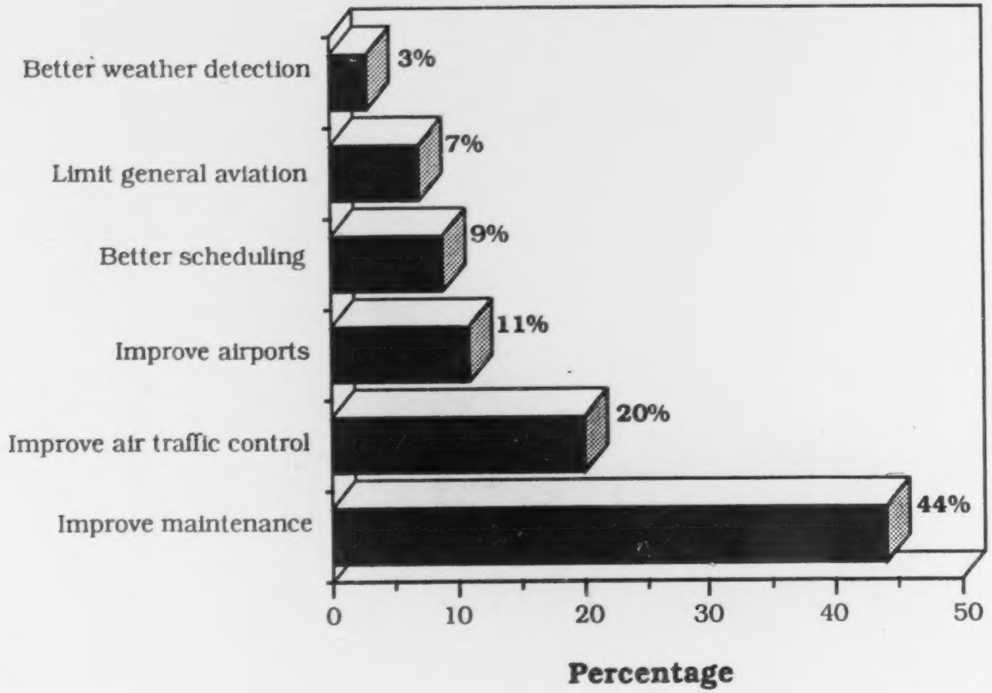
Transportation System Should Be Overhauled



AOPA Survey

50a.

How To Increase Safety



AOPA Survey

5/a

Is Airport Congestion Serious

	Total Percent
Very Serious	**45 %**
Somewhat Serious	**35 %**
Not Too Serious	**7 %**
Not At All Serious	**1 %**

Best Approach To Relieving Congestion

	Total Percent
Limitations on Flights	24 %
Expansion	68 %

AOPA Survey

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63a

8/24/88 C5800-3[illegible]

THE WEEKLY OF

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Vol. 47 No. 8

INTELLIGENCE

TREASURY DEPARTMENT officials conducting a study of aircraft depreciation (BA, June 13/185) have reiterated statements to industry participants that they "welcome any comments or suggestions from you regarding this study. It would be most helpful (to receive) such input by early September."

PORSCHE AVIATION PRODUCTS said it has received West German LBA certification of the Porsche PFM 3200 engine in both the Cessna 172 and 182 and anticipates FAA certification of the engine installation in the 172 next month (BA, June 13/187). Porsche engineers in Germany are currently working on a 240-horsepower, turbocharged version of the PFM 3200, with FAA certification anticipated in the first quarter of 1989.

TO HELP COUNTER what it terms FAA's "heavy handed enforcement policies," the National Air Transportation Foundation is sponsoring a Part 135 Air Charter Compliance Seminar in Atlanta next month. The Sept. 19-20 session will concentrate on what FAA officials look for during an inspection and an operator's rights if violations or discrepancies are found.

AVIATION SAFETY takes a back seat to curbing drug smuggling according to Rep. Richard Schulze (R-Pa.) During a recent hearing before the House Ways and Means oversight subcommittee, AOPA told the subcommittee of an incident in which a pilot, who was later found not to be trafficking in drugs, was forced to land. The wake from a pursuing Customs Service helicopter caused the airplane to flip over, resulting in a total loss, although the pilot was not seriously injured. Rep. Schulze said he "would rather have 10 such accidents, assuming no injuries, than see one drug smuggler get into the country."

DOT HEARING ON MASSPORT ISSUE OPENS THIS WEEK

A public hearing into the effects of the PACE Plan at Boston Logan Airport gets underway this Tuesday before a Transportation Department administrative law judge, but a final decision by DOT is not expected until late this year. The hearing is part of an investigation ordered by DOT Secretary James Burnley as a result of complaints filed with FAA by a number of industry groups about the restrictions and sharply higher fees imposed on small aircraft operators at the airport (BA, May 9/146).

The participants, which include the states of Maine and New Hampshire, AOPA, NBAA and RAA among others, have produced voluminous files of statements and exhibits. Unlike a court proceeding, the "sponsors" of those exhibits will not testify directly on their submissions, but will be responding to questions from Law Judge Burton Kolko, the DOT Public Counsel who is charged with representing the public's interest, and opposing parties. Witnesses cannot be cross-examined by parties on the same side of the issue.

The hearing begins Tuesday at DOT headquarters and is expected to last at least a week and possibly longer. After the hearing concludes, parties will file briefs and Kolko is supposed to issue a recommended decision by Nov. 15. A final decision will ultimately be made by Deputy Transportation Secretary Mimi Dawson, since Burnley has recused himself from the case because of a potential conflict of interest. After ordering that the issue be handled by DOT, instead of FAA, Burnley hired an attorney to represent him in a private legal matter. That attorney, Judith Hope, has been advising persons involved in the Massport case, so Burnley disqualified himself from passing judgment on the Massport issue (BA, Aug. 1/34).

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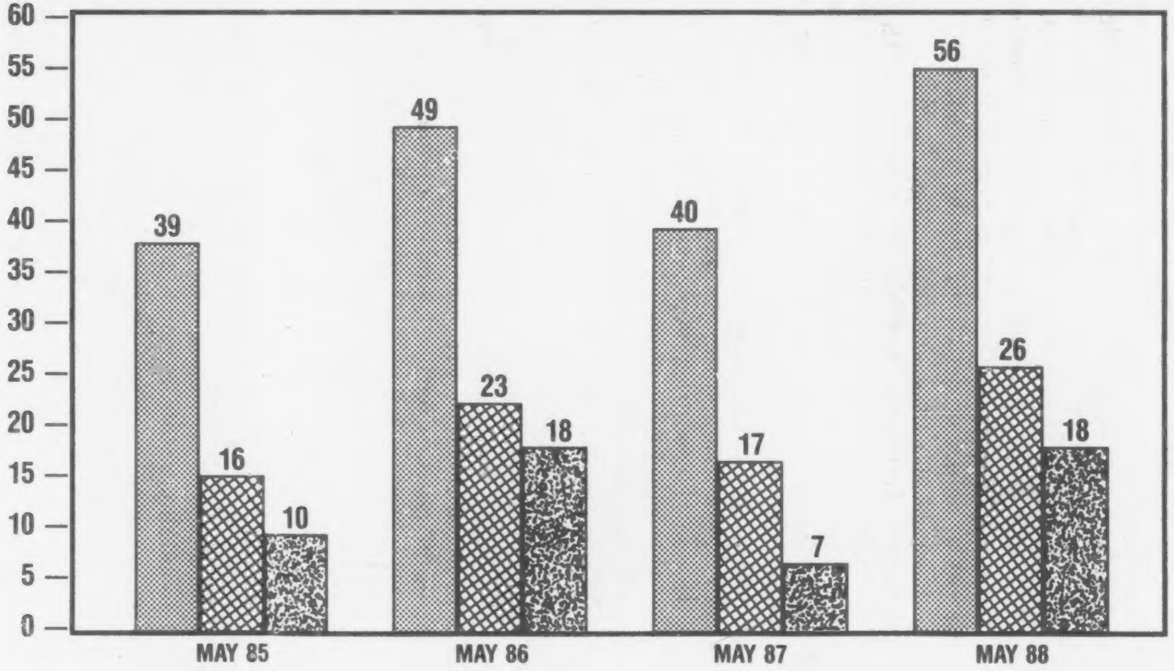
USED RETAIL JET DELIVERIES - NORTH AMERICA



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SOURCE: AVDATA, INC., WICHITA, KS.

60a

JULY 88

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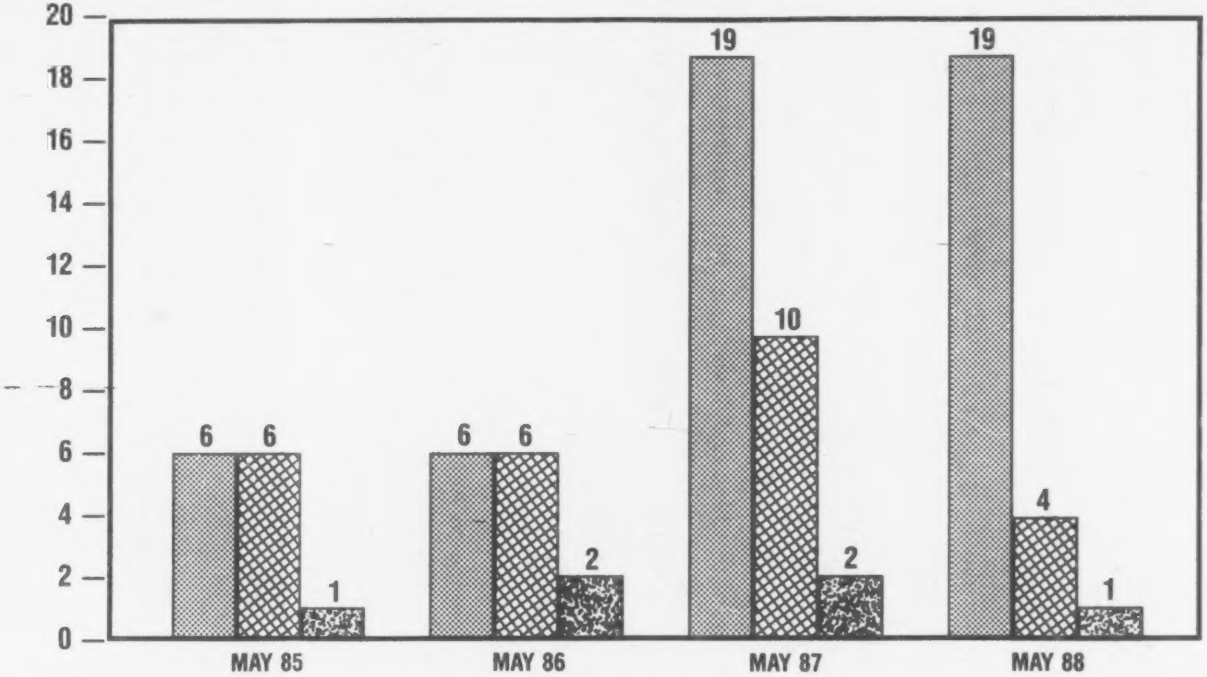

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61a

JULY 88

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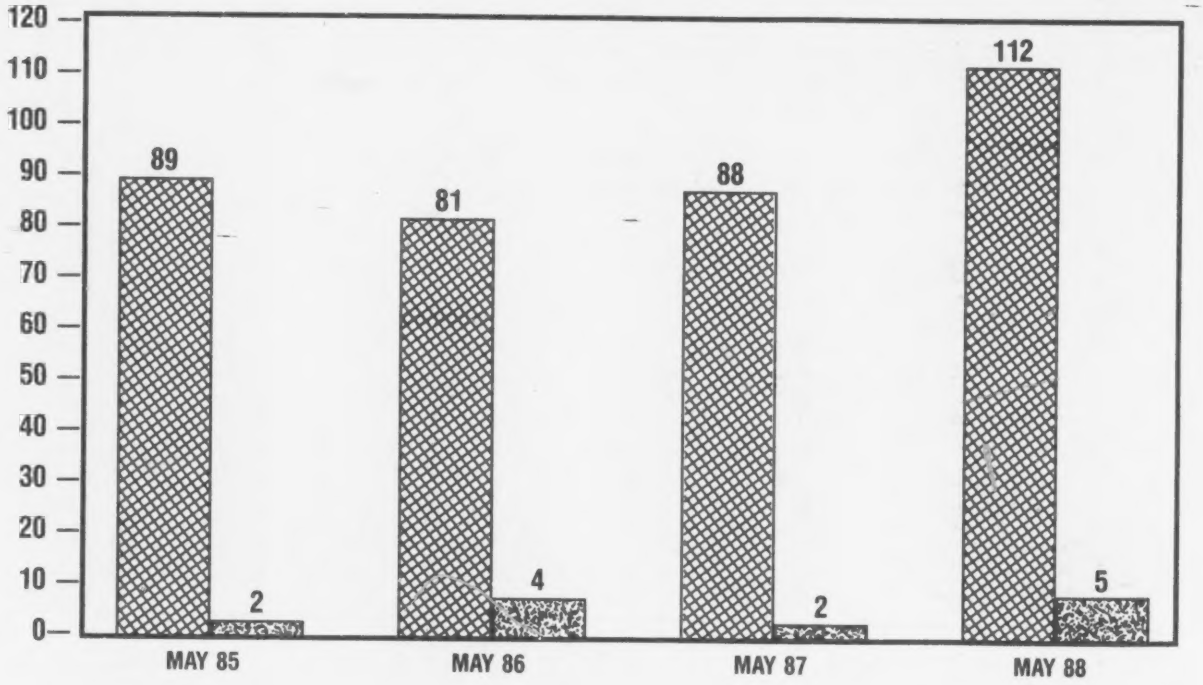

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62a

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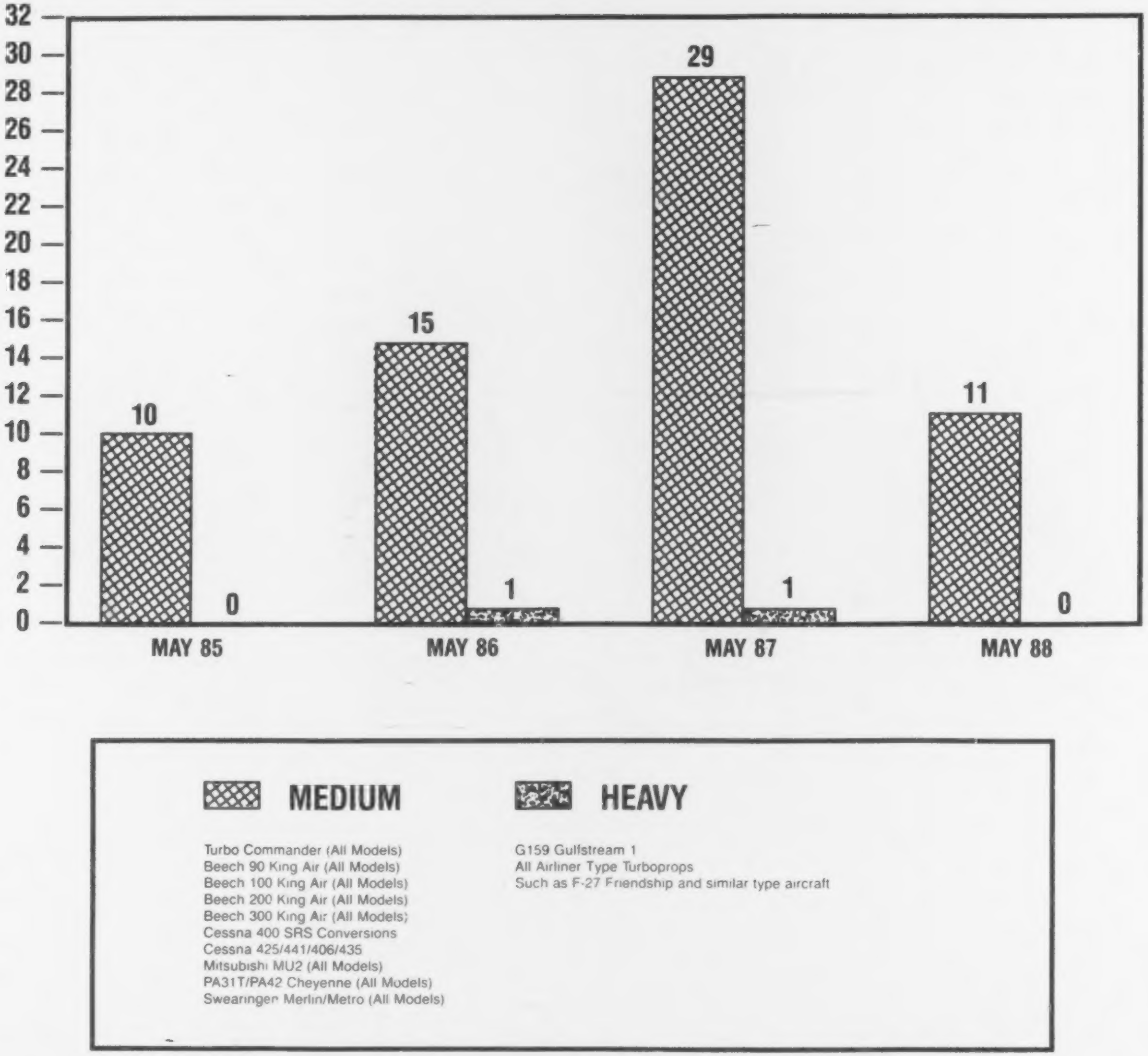

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THE WEEKLY OF
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FAA ENFORCEMENT policies are a hot topic in the air taxi industry, judging by response to the National Air Transportation Foundation's seminar on the subject this Monday and Tuesday in Atlanta (BA, Aug. 22/57). When the program was first scheduled, NATA anticipated about 30 registrants and was hoping for 45. As of last Friday, 136 people had signed up for the session. NATA President Larry Burian said the response is "indicative of concern in the Part 135 industry about FAA's enforcement policies." He said the association is planning a similar program in January in California.

ADMINISTRATOR Allan McArtor told the Senate aviation subcommittee last week FAA is "literally on the threshold of releasing a (drug testing) rule we can live with..." He said the agency is considering hiring private companies that track aircraft ownership to help combat the use of general aviation aircraft in drug smuggling operations.

NATIONAL Transportation Safety Board has directed its staff to delete about half of a report based on a 21-month review of accidents involving VFR flight into Instrument Meteorological Conditions (IMC). NTSB members told the staff to eliminate about 30 pages of narrative text and anecdotal information from the approximately 60-page report. When published, the report will now contain a very brief summary statement, along with a series of charts and graphs of data compiled in the study, but little or no explanation of what the numbers mean (see related article on Page 92).

EPA ADOPTS FINAL RULES FOR UNDERGROUND STORAGE TANKS

Environmental Protection Agency last week adopted final regulations covering the testing and installation of underground storage tanks, a rule that will require widespread replacement of existing UST installations with new equipment during the next 10 years. The final rule, which is expected to be published in the Federal Register later this month, contains relatively few changes from the original proposal EPA published in April 1987 (BA, April 13, 1987/113).

For existing tanks the rules require installation of leak detection equipment within the next five years, with operators of the oldest tanks required to install it most rapidly. Leak detection must be in place by December 1989 for tanks that are 25 years or older while tanks under 10 years old will not have to have leak detection devices until December 1993. In addition, existing tanks must have corrosion protection and spill/overfill prevention devices in place by December 1998. Industry officials concede that those deadlines will, in effect, require replacement of most existing bare-steel tanks within the next 10 years.

In addition, the new rules mandate monthly monitoring of underground tanks and tank tightness tests. Monitoring activities include automatic tank gauging, vapor monitoring, interstitial monitoring and ground-water monitoring. The final rule makes some changes from the original proposal, including more frequent tank tightness testing (annually) of unprotected tanks during the initial 10-year upgrading period; less frequent monitoring of new and upgraded tanks until age 10; phase-in of leak detection over five years at existing tanks based on age; and, more stringent release detection for all pressurized piping systems.

While compliance with the new regulations will cost fixed-base operators and other owners of

(Continued on the following page)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kathryn Bledsoe**/Assistant Editor, **Tom Woodall**/Publisher • Published weekly by the Aerospace and Defense Group of McGraw-Hill Information Services Co., a division of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISBN No. 0888-3467) • **Officers of McGraw-Hill Information Services Co.**: President: Walter D. Serwatka; Executive V.P.: Kenneth E. Gazzola, Aerospace and Defense. **Officers of McGraw-Hill, Inc.**: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive V.P., General Counsel, and Secretary; Frank D. Penglase, Senior V.P., Treasury Operations. • Subscription rates: U.S. qualified rate. One year $345, 6 months $225. Quantity rates on request. Mailed first class. COPYRIGHT © 1988 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

EPA (Cont.)

underground tanks millions of dollars, industry officials said last week they feel EPA generally struck a fair balance between the need to protect the environment and industry's ability to pay for that protection. Andy Cebula of the National Air Transportation Association noted that the new rules do not require installation of secondary containment vessels or doubled-walled tanks for petroleum products, something environmental groups had advocated.

Still, the new rules will have a major impact on FBOs and other tank operators. Cebula said he expects "lots of people will be scrambing around for the next year" to comply. One problem he cited is the competition for firms qualified to install and test tanks, adding that "it's going to be difficult to get qualified people to come in and get done what you need to have done" because their services will be in demand. He cautioned FBOs to protect themselves against unscrupulous operators who may not be qualified to perform tank work.

EPA deferred adoption of final rules affecting hydrant fueling systems in place at some commercial airports and airports at Defense Department bases. Hydrant systems generally consist of one or more very large bulk storage tanks connected by underground piping to various aircraft fueling locations on the airport.

BUSH OPPOSES AIRPORT RESTRICTIONS, SUPPORTS NAS PLAN -- Vice President George Bush says that if he is elected President he will "oppose unreasonable restrictions on airport access which effectively could eliminate the use of airports by small businesses, hospitals, and individuals."

Comments attributed to Bush were contained in a position paper issued by his campaign staff late last week. The paper addresses a broad range of aviation issues, including proposals for taking the Aviation Trust Fund "off-budget" so programs financed by Trust Fund revenues would not be subject to government-wide spending cuts (BA, July 4/4). Bush said rather than taking the Aviation Trust Fund off budget, "we need a broad national consensus, requiring cooperation by Congress and strong support from state and local authorities, to further expand and modernize the nation's airports and our air traffic control system." Bush said as President, he would "provide the leadership needed to break the logjam that has prevented any new major airport from being built since the early 1970s. I will ensure the federal government and local communities work together to develop additional airport capacity to satisfy the needs of increasing numbers of aviation users, recognizing both legitimate interstate commerce concerns and the role of local communities in making decisions concerning airport development."

Bush also said he would make available funds to complete the National Airspace System (NAS) Plan and would "seek action by the Congress to give our transportation experts the flexibility needed to allocate federal funds to meet the most compelling airport capacity needs." Bush said that as a pilot, he has a "high regard for the men and women who manufacture our airplanes, fly them, control them through the air, maintain them on the ground, and serve our air transporation system."

In a policy paper released earlier this year, Democratic presidential candidate Gov. Michael Dukakis expressed support for the Massachusetts Port Authority's PACE Plan, saying "as President, I will charge the FAA to work with our busiest airports to develop and implement workable solutions and require PACE-type decongestion remedies where they make sense...scheduled jet service deserves a higher priority than unscheduled general aviation" (BA, July 11/9).

BAE TO MAKE DECISION ON STRETCHED JETSTREAM BY YEAREND -- British Aerospace will decide if it will lauch a 29-seat stretched version of the Jetstream 31 aircraft before yearend, said Sydney Gillibrand, commercial aircraft division director. Gillibrand said "there is no engineering difficulty in stretching the aircraft by approximately eight feet, but we want to be assured that we will get our money back before we make the launch decision." Gillibrand said to spread the risk of the approximately $41 million it is likely to cost, BAe is seeking a development partner before making the go-ahead decision.

Mockup of the Jetstream 41, which was shown to attendees at the Farnborough Air Show, features plugs fore and aft of the wing and an additional door aft of the wing. The current Jetstream 31 has only a forward door. Gillibrand said the rear door and additional baggage room are necessary, particularly for the North American market. Engines may be upgraded-14 version of the Model Garrett TPE-331 or the Pratt & Whitney PW100.

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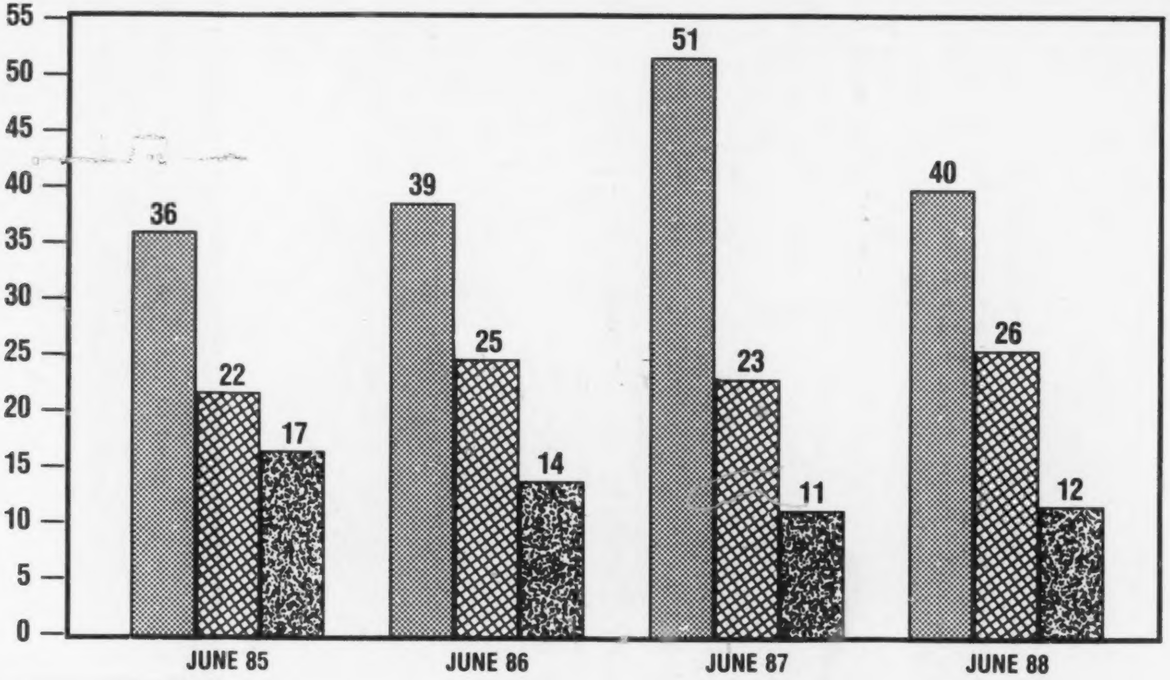
STATUS OF AIRPORT & AIRWAY TRUST FUND

JULY 31, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 11,039,735,891.32	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,108,000.00	62,593,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	232,000.00	3.816,000.00
2. Non-commercial 9 cents tax	4,106,000.00	24,881,000.00
3. Non-commercial 3 cents tax	1,269,000.00	8,448,000.00
4. Transp by air,seats,berths,etc.	213,741,000.00	2,237,713,000.00
Use of international trav fac	7,687,000.00	71,719,000.00
Transp of property and cargo	12,533,000.00	138,368,000.00
Total Tax Receipts	245,676,000.00	2,547,538,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	9.320.00
2. Any liquid fuel except gas	0.00	2,207,260.00
3. Gasoline -Retailer's tax	0.00	2,600,000.00
4. Gasoline -Manufac tax	0.00	0.00
Total Reimburse For Tax Refunds	0.00	4,816,580.00
Net Tax Receipts	245,676,000.00	2.542,721,420.00
C. Interest on Investments	1,560,551.02	884,305,733.67
Net Receipts	247,236,551.02	3,427,027,153.67
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	68,829,557.00	688,295,757.00
2. Grants-in-aid for airports	75,239,779.93	638,610,453.00
3. Facilities & equipment	93,785,731.56	850,937,409.63
4. Research engineering & development	16,685,047.22	130,391,156.77
B. NOAA weather services	0.00	21,218,250.00
C. Interest on Refund of Taxes	0.00	68,700.00
Total Expenditures	254,540,115.71	2,329,521,726.40
IV. BALANCE - END OF PERIOD	11,032,432,326.63	11,032,432,326.63
ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	158.04	
Operations	3,748,449.41	
Grants-in-aid for Airports	-15,646,859.30	
Facilities & Equipment	29,933,912.67	
Research Engineering & Development	9,059,665.81	
NOAA weather services	0.00	
		$ 27,095,326.63
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing JUNE 30, 1989	$ 11,005,337,000.00	
		11,005,337,000.00
Total Assets		11,032,432,326.63
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 11,032,432,326.63
Total Liabilities and Equity		11,032,432,326.63

9/a

USED RETAIL JET DELIVERIES - NORTH AMERICA

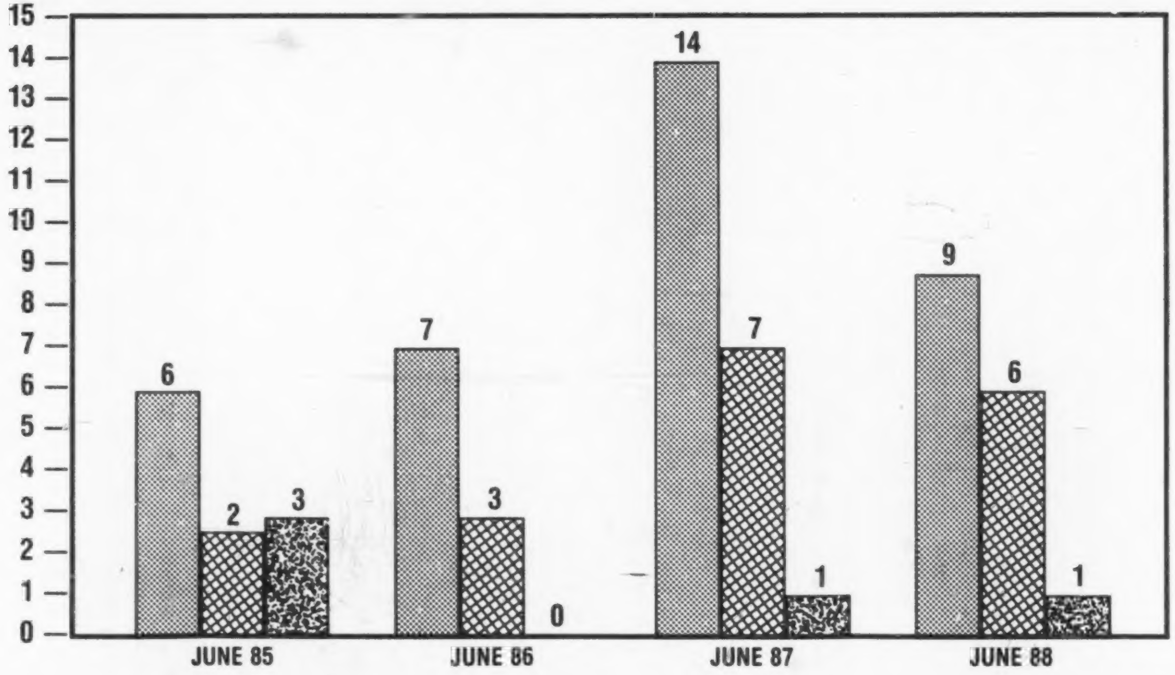


▨ **LIGHT**	▩ **MEDIUM**	▦ **HEAVY**
SN601 Corvette Beechjet 400 Citation 1 + 2 Falcon 10 + 100 I.A.I. 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond 1/1A/2 MS760 Paris Jet	Citation 3 Falcon 20/200 BAE 125 (All Models) I.A.I. 1123/1124/1124A Westwind I.A.I. 1125 Astra Lear Jet 55/55ER/55LR/55XLR/55C Saberliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airliner Type Jets Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

AUGUST 88

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



▨ **LIGHT**

- SN601 Corvette
- Beechjet 400
- Citation 1 + 2
- Falcon 10 + 100
- I.A.I. 1121 A/B/C Commodore Jet
- Lear Jet 23/24/25/28/29/35/36
- MU300 Diamond 1/1A/2
- MS760 Paris Jet

▩ **MEDIUM**

- Citation 3
- Falcon 20/200
- BAE 125 (All Models)
- I.A.I. 1123/1124/1124A Westwind
- I.A.I. 1125 Astra
- Lear Jet 55/55ER/55LR/55XLR/55C
- Saberliner (All Models)

▦ **HEAVY**

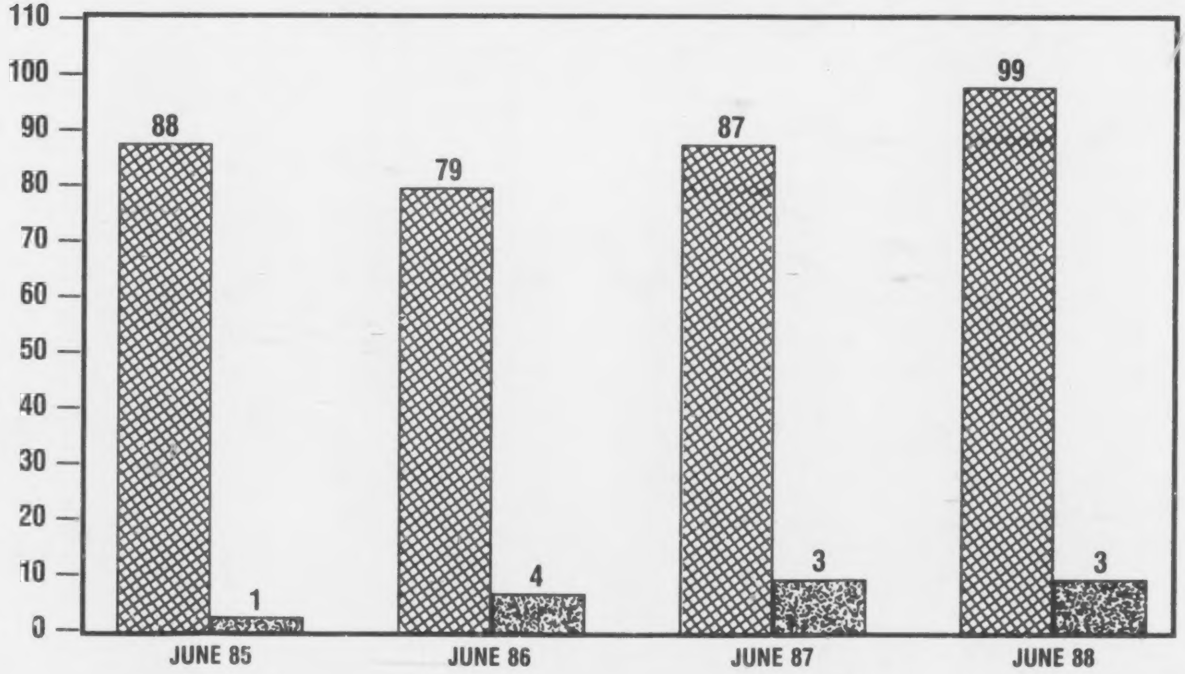
- CL600/601 Challenger
- Falcon 50/900
- G1159 Gulfstream 2/2B/3/4
- Lockheed Jetstar (All Models)
- All Airliner Type Jets
- Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

93a

AUGUST 88

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



▨ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

▩ **HEAVY**

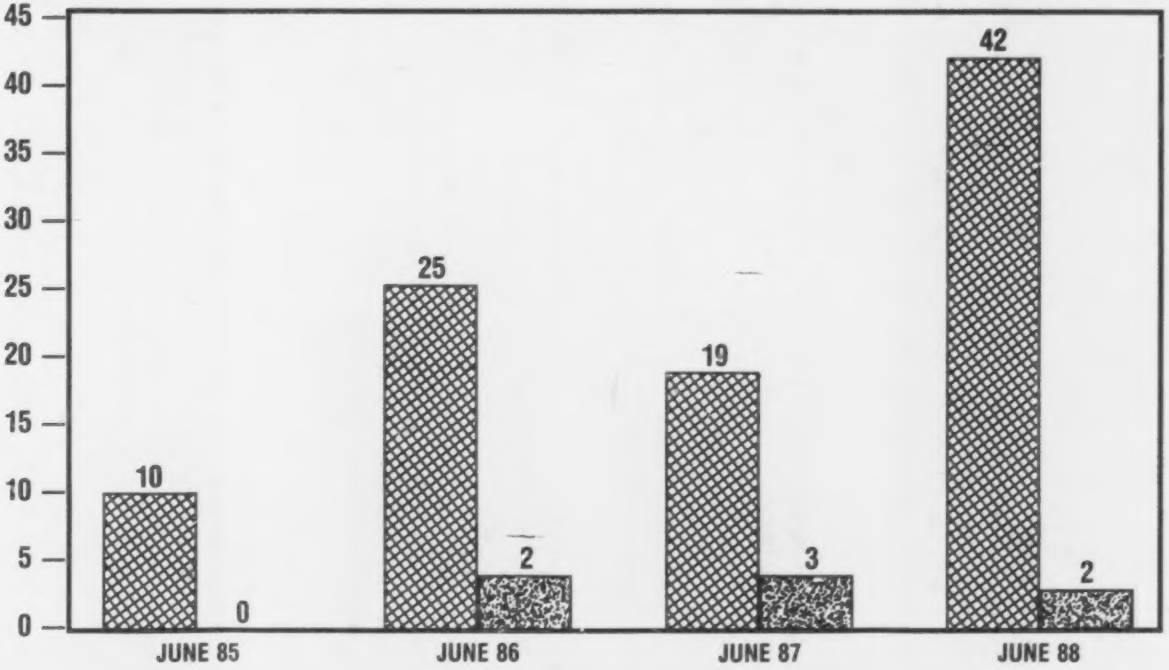
G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

94a

AUGUST 1988

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



▨ **MEDIUM**	▩ **HEAVY**
Turbo Commander (All Models) Beech 90 King Air (All Models) Beech 100 King Air (All Models) Beech 200 King Air (All Models) Beech 300 King Air (All Models) Cessna 400 SRS Conversions Cessna 425/441/406/435 Mitsubishi MU2 (All Models) PA31T/PA42 Cheyenne (All Models) Swearingen Merlin/Metro (All Models)	G159 Gulfstream 1 All Airliner Type Turboprops Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

AUGUST 88

NOTE

ONLY THE FOLLOWING PAGES OF THIS

PUBLICATION HAVE BEEN FILMED

Cov. 1, Pgs. 122a, 123, 123a,

124a, 125a, 126a, 127a

10/19/88 C5800-38

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 47 No. 16

INTELLIGENCE

PIPER AIRCRAFT will formally announce an agreement this week under which the University of North Dakota will buy up to 250 Piper aircraft of various models over the next five years. The agreement, valued at nearly $30 million, calls for UND to take delivery of 50 aircraft during the first 12 months including Cadets, Arrows and Seminoles.

FATE of several bills of interest to the aviation community are still unresolved as Congress moves into what could be the last week of this legislative session. Among items still awaiting final Congressional action are an amendment to the Technical Corrections bill to prohibit the Treasury Department from changing depreciation periods for aircraft (BA, Sept. 12/82); a vote on S.473, the general aviation product liability bill, which is being blocked by Ohio Democrat Sen. Howard Metzenbaum (BA, Oct. 3/105); and, a bill aimed at reducing drug trafficking that would require permanent N-numbers and impose additional fees and requirements for registering aircraft (BA, Oct. 10/113).

DOT SECRETARY James Burnley said Thursday the agency is continuing to work on two controversial rulemaking proposals regarding drug testing for aviation personnel in safety related positions and new requirements for installation of computerized access points at the nation's busiest airports. Burnley said he expects both rulemaking proceedings to be issued before yearend.

NUMBER of member companies in NBAA recently passed through the 3,000 mark for the first time.

GA GROUPS OPPOSE AMERICAN'S PROPOSAL FOR LIMITS AT CHICAGO AIRPORTS

A proposal by American Airlines that FAA treat all three of Chicago's major airports—O'Hare, Midway and Meigs Field—as a single entity for air traffic control purposes was quickly criticized last week by general aviation groups as unnecessary and unreasonable.

American filed a 12-page petition with FAA Tuesday seeking emergency action after FAA reduced the number of hourly IFR arrivals at O'Hare from 96 to 80 during the late afternoon and evening (BA, Oct. 10/118). American wants FAA to add Midway to the list of airports subject to the high density rule, establish slot levels for IFR operations at all three airports and "limit IFR operations at Meigs Field."

In a letter to DOT Secretary James Burnley, the General Aviation Manufacturers Association said "American's allegations that increased GA traffic is increasing delays is absolutely incorrect," noting that a recently completed FAA study of Chicago airspace showed GA operations down 8.5 percent at Midway, off two-tenths of one percent at Meigs and down 22.3 percent at O'Hare from fiscal 1984 to 1987." GAMA also said that "since there is no published instrument approach procedure for Meigs, it would be impossible to impose an IFR slot allocation scheme there, even if it were appropriate."

National Business Aircraft Association said "imposing artificial restrictions through slot allocations will not solve the problem..." NBAA said the FAA System Safety and Efficiency Review cited by GAMA "concluded that the bulk of the problems encountered in Chicago were attributable to controller staffing and training and the complexities of the airspace around Chicago." AOPA said "restricting operations at either Midway or Meigs airports is both unwarranted and uneccessary. Neither airport operates at capacity and it makes little sense to restrict airport access because of air traffic control errors at O'Hare."

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1988 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-08	L-36A	Collided with terrain during approach	N79SF	LA	Comm	2	D
01-15	DA-20F	Overshot runway takeoff for unreported reasons	VR-BJB	Switz.	Comm	-	D
01-18	HS-125	Descent below glide path ILS approach in IMC	XA-KUT	TX	Comm	1	D
01-21	DA-10	Overshot landing following inflight emergency	N79PB	TX	Corp	-	S
02-01	DA-20	Struck deer landing, nose gear collapse	N287W	WV	Comm	-	S
02-04	L-55	Drifted off rwy. side. Braking action poor	N760G	NY	Corp	-	M
02-19	L-1329	Landed 6900 ft. down 7250 ft. rwy., overshoot	N90KR	MI	Corp	-	M
02-24	L-25C	Power loss both engs. app. training	PT-KKV	Brazil	Comm	2	S
02-28	L-25B	Bird strike at V2, abort, overshoot	N800DR	-	Corp	-	M
03-18	L-24C	Near miss with Air Carrier on departure	N500NH	NJ	Corp	-	N
04-30	HS-125	Struck deer takeoff. Abort	N27RC	FL	Bus	-	M
05-16	CE-550	Flap separation during cruise flight	N81SH	PA	Comm	-	M
05-18	L-35	Nose gear collapsed during landing roll	N508P	NC	Corp	-	M
05-24	L-35A	Crash during initial climb. Circumstances unk.	N500RW	NJ	Comm	4	D
05-25	L-36A	Unauthorized 5 hr. flight by mtnce. technician	-	CO	Comm	1	N
06-17	L-24	Aircraft landed long, overshot runway	N29LA	FL	Comm	-	M
06-27	1124	Experienced uncontained engine failure, climb	N600J	KY	Corp	-	M
07-26	L-36A	Crash short of runway landing in VMC	N442NE	NJ	Comm	1	D
07-28	CE-550	Swerve off runway landing	N53M	~~NY~~	Comm	-	M
07-30	L-23	Crash on approach in VMC, poss. fuel unbalance	N745F	CA	Comm	2	D
08-10	HS-125	Aircraft hit by air to air missile at FL 350	258112	Botswana	Gov't	-	S
09-11	L-1329	Aircraft failed to rotate TO, abort, overshoot	N118B	LA	Corp	-	M

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

22 BUSINESS JET MISHAPS REPORTED IN FIRST NINE MONTHS -- Operators of business jets were involved in 22 accidents or incidents that claimed a total of 13 lives during the first nine months of 1988, according to information compiled by Robert E. Breiling Associates, Inc. A brief description of the past quarter's accidents/incidents, along with similar information on business turboprops and turbine-powered helicopters, is shown in charts on the back of Pages 122-127. Robert Breiling has specialized in the compilation and analysis of business aircraft accident statistics for approximately 20 years. Since forming his own company several years ago, Breiling has published a number of comprehensive reports on different aspects of business aviation operations. These publications, which are available for sale, include Business Jet Accident Analysis for Corporate Aviation, Annual Turbine Aircraft Accident Review, Business Turboprop Accident Analysis, and, Twin Turbine Helicopter Accident Analysis. For more information, contact Breiling Associates at: 6020 N. Federal Highway, Suite 4, Boca Raton, Fla., 33487; (407) 997-2580.

VALUE OF NEW AIRCRAFT SHIPMENTS UP 25 PERCENT -- Value of new general aviation aircraft delivered during the first nine months of 1988 was up 25 percent over the same period last year, the General Aviation Manufacturers Association reported last week. GAMA said general aviation aircraft billings for the first three quarters of 1988 totaled $1.158 billion as opposed to $923.9 million a year ago. Number of new aircraft delivered was up slightly to 803 compared to 796 in the first nine-months last year. Business jet deliveries were up by 15.1 percent to 99 and turboprop deliveries increased by 9.7 percent to 193 during the first nine months of the year.

Third quarter billings increased by 38.6 percent to $375.3 million. Total number of units delivered rose 5.4 percent to 252 aircraft. Export billings for the year increased 28.6 percent to $368.6 million even though number of aircraft delivered to foreign customers declined slightly, from 325 last year to 309 so far in 1988.

JETSTREAM SUPER 31 RECEIVES FAA CERTIFICATION -- Federal Aviation Administration has granted type approval to the BAe Jetstream Super 31, the first dedicated commuter aircraft certificated under the agency's Part 23 certification standards for commuters. Under the new standards, gross weights of up to 19,000 pounds and passenger capacities of up to 19 are allowed. The Super 31 is fitted with uprated Garrett TPE331-12 turboprops to improve hot and high airfield performance, has a simplified wing structure and increased operating weights.

GRUMMAN, AGUSTA TO OFFER S.211 AS AIR FORCE TRAINER -- Grumman Corp. and Italy's Gruppo Agusta will offer the Agusta/SIAI Marchetti S.211 jet trainer to the U.S. Air Force for its Primary Aircraft Training System (PATS) requirement. Grumman spokesman Brian R. Salisbury called the deal between Grumman Aircraft Systems President Peter B. Oram and Agusta Chairman Raffaelo Teti "an agreement to agree" which will be "solidified over a period of years." The companies were expected to sign a memorandum of intent to establish a joint program committee to study costs and ways to modify the aircraft to meet the PATS requirement.

The Air Force doesn't expect to begin buying new primary trainers to replace its Cessna T-37s until the mid-1990s, but companies are already beginning to line up to compete for the service's 500-plus aircraft requirement. "It's obviously going to be such a very large program," an industry source said, "and a lucrative program, everybody wants to get a toe in the door as early as possible." He noted, however, that the program is close to 10 years away, and "that's an eternity. The (Air Force) could change their requirements by then."

WSU BREAKS GROUND FOR INSTITUTE OF AVIATION RESEARCH -- Wichita State University broke ground last week for the Institute of Aviation Research, a $7.1 million, 74,000-square-foot facility aimed at the advancement of "fundamental science and technology in selected areas of importance to aviation."

Institute will conduct studies in advanced materials and structures, aerodynamics and propulsion, aircraft deicing, stall/spin resistance, advanced manufacturing technology, software reliability, and management and human factors issues in aviation. Facility will include a high bay area with a ceiling height of 60 feet for crashworthiness and other studies and a more conventional three-story area for laboratories, offices and conference rooms. New building, along with existing labs, will supply the space and equipment conducive to research through the institute's five centers: Aviation Safety, Basic and Applied Research, Productivity Enhancement, Aviation Education and Training, and Management and Human Resource Development.

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1988 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-10	SA-226T	Aircraft rolled inverted on liftoff	N800AW	MI	Corp	3	D
01-16	BE-90C	Landing gear collapsed landing	N7257P	KS	Comm	-	M
01-18	PA-31T	Hit trees, house during instrument app.	N200RS	AL	Bus	-	D
01-20	MU-2B	Acft. pitched & rolled after takeoff	N349MA	NJ	Comm	-	N
02-11	CE-425	Crashed executing missed app. IMC	N6771Y	FL	Bus	1	D
02-12	MU-2B	Structural damage due turbulence	N339MA	PA	Comm	-	S
02-16	CE-441	Near miss during IFR approach in IMC	N91WB	CO	Bus	-	N
02-18	PA-31T	Decompression at FL270. Window failed	N2645Z	CO	Comm	-	M
03-07	PA-31T	Near miss during controlled climbout	N484SC	IL	Corp	-	N
03-15	G-159	Hyd.sys.malf.Steering/brake loss landing	N750BR	Swiss	Corp	-	M
03-28	CE-425	Gear door separation during cruise	N74JW	NC	Pers	-	S
03-29	SA-227AT	Hit by aircraft while ataiting clearence	N30042	FL	Comm	-	S
04-05	BE-90	Exp. uncontrolled hardover, descent	N181LL	MN	Comm	-	S
05-10	BE-200	Near miss during approach	N1065T	IL	Corp	-	N
05-17	690A	Impacted terrain during night app.in VMC	N660RB	AR	Comm	1	D
06-07	PA-31T	Pilot incapacitation during landing roll	N811CM	WV	Bus	1	N
06-08	690C	Fuel exhaustion during approach	N47TT	CA	Bus	-	S
06-16	685	Aircraft settled after TO. Struck terrain	N165SE	AR	Bus	-	S
07-08	MU-2K	Landed short, left gear failed/collapse	N50K	NH	Bus	-	M
09-12	BE-200	Crash shortly after dark night TO in VMC	N1283	WY	Bus	1	D

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

1988 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-05	S-76A	Main rotor blades hit helipad takeoff	N -	OH	EMS	-	M
01-20	AS-355F	Hard ldg. during run on ldg.,training	N5800F	TX	Comm	-	S
03-24	S-76A	Passenger struck by main rotor	N1547N	LA	Comm	-	N
04-09	A-109A	Hard landing following control malfunction	N33SV	SD	EMS	-	S
05-12	AS-355F	Tail rotor assembly separation, cruise	N101NC	NC	EMS	-	M
05-21	B-222UT	Aircraft crashed ldg. Circumstances unkn.	H-18	BWI	Gov't	1	D
06-23	S-76	Collided with powerlines takeoff	N54C	WV	Corp	-	D
07-12	BK-117	Rotor damaged from S-76 downwarsh, parked	N135CP	NY	Corp	-	M
07-13	S-58BT	Double engine failure during ext. load op.	N94AH	CA	Comm	-	S
07-14	SA-330J	Crash during liftoff from oil rig platform	N4703	GM	Comm	1	D
08-07	S-76	Wheel went off taxiway, acft. rolled over	N69WW	NJ	Comm	-	S
08-07	B-222UT	Stabilizer separated during cruise	N3190K	LA	Comm	-	M
09-07	BK-105C	Landed hard during quick stop practice	N210BB	TX	EMS	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues

* N - None; M - Minor; S - Substantial; D - Destroyed

1988 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-01-14	B-206	Passenger struck by tail rotor	N3NJ	NJ	Police	-	M
01-18	SA-341G	Attempted VFR flight in deteriorating wx.	N61DR	AZ	Pers	-	S
01-20	SA-350	Crashed while repositioning on pad	N26TM	UT	EMS	-	D
01-24	H-500	Lded.short, practice autorotation	N8366F	CA	Comm	-	S
01-28	B-204B	Crash landing following power loss	N8154F	AL	Comm	-	D
02-11	B-206	Tail rotor hit object landing in whiteout	N -	Cda	Comm	-	S
02-16	B-206B	Wire strike during photo flight	N21197	OH	Comm	-	S
02-16	H-500	Tail rotor failure Crash landing	N5093Y	MD	Comm	-	D
02-18	B-206A	Power loss hover. Hard landing	N7981J	OR	Comm	-	S
02-23	AS-350	Struck trees landing in marginal wx. night	N-	Cda	Comm	-	S
02-24	H-500	Tail rotor, gear box separation in flight	N5093	PA	PubSer	-	D
03-10	B-206B	Crashed during engine run up	N13Q	IL	Police	-	S
03-17	B-206L	Uncontrolled descent into the ground	N5759H	IL	Comm	-	D
03-17	B-206B	Acft. slid off helo pad landing	N2995W	HI	Comm	-	S
03-24	B-206B	Acft. rolled over following hard ldg.	N352BT	MA	Pers	-	S
03-29	B-206L	Hard ldg. Practice auto rotation. Tr.	N114FH	PA	Pers	-	S
04-02	SA-316B	Collective control malf. emerg. ldg.	N72590	UT	EMS	-	S
05-01	B-206B	Power/RPM loss app. Hard ldg. in river	N7094J	NY	Comm	1	D
05-12	B-206	Practice autorotation,late abort,lded short	N39071	NY	Police	-	S
05-13	H-500	During ldg, acft. went into violent turn	N4983T	HI	Comm	-	S
05-17	H-500	Pilot lost ground ref. in blowing dust, TO	N5258C	OR	Bus	-	S
05-24	AS-350A	Mid air with acft while passing rwy. end	N4882	AK	Comm	1	D
05-29	B-206B	Control lost during initial climb. Ditched	N83203	HI	Comm	-	S
06-04	FH-1100	Drive shaft coupling failure cruise	N53EP	HI	Comm	-	S
06-17	B-206L	Catastrophic in flight break up cruise	N114FH	NJ	Comm	3	D
06-18	B-206	Inflight main rotor, tail separation	N114FH	PA	Comm	2	D
06-19	H-500	Power loss cruise,auto rotation, hrd. ldg.	N1109P	MS	Pers	-	S
06-26	B-206B3	Power loss climb, auto rotation, hrd. ldg.	N2754A	MT	Comm	-	S
06-27	B-206L	Power/RPM loss. Hard ldg. autorotation	N2611	LA	Comm	-	S
07-05	H-500	Practice auto rotation, hard landing	N32CT	WV	Comm	-	S
07-10	AS-315B	Power loss hover,auto rotation,rough terr.	N47274	WY	Comm	-	S
07-13	SA-315B	Ext. load hit tree, loss of control	N3128G	OR	Comm	-	D
07-13	B-206B	Power loss during takeoff	N543CC	MA	Comm	-	S
07-28	H-500	Hard landing, main rotor severed tail	N9033F	IL	Comm	-	S
08-06	B-206	Power loss cruise, collided with terr.ldg.	N300TW	OR	Comm	-	S

1988 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS (continued)

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM *
88-08-10	B-206B	Fuel exh. hard ldg., rotor hit tail boom	N49727	SD	Comm	-	S
08-18	B-206B	Engine failure test flight, hard landing	N16962	TX	Comm	-	S
08-19	H-500	Tail rotor separation during cruise	N3766Z	FL	Comm	-	S
08-19	B-206L	Near miss with air carrier on final app.	N295CK	IN	Comm	-	N
08-31	B-206L	Collided with powerlines during patrol	N74WH	CA	Comm	-	D
09-01	B-206	Attempted TO with tiedowns attached	N5747Z	GM	Comm	-	D
09-09	B-204B	Main rotor separation in flight	CFAHY	WA	Comm	2	D

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substamtial; D - Destroyed

[9 mos.] 1988 BUSINESS JET ACCIDENTS/INCIDENTS BY OPERATOR

Fatalities in ( ).

	Corporate Executive	Commercial AirTaxi	Private Business	Other
U.S. Accidents	1	6 (11)	1	
Non Fatal	1	2	1	
Fatal	-	4 (10)	-	
Incidents	7	4 (1)	1	
Non U.S. Accidents	1	3 (3)		1
Non Fatal	1	1		1
Fatal	-	2 (3)		

[9 Mos.] 1988 U.S.BUSINESS TURBOPROP ACCIDENTS/INCIDENTS BY OPERATOR

Fatalities in ( ).

	Corporate Executive	Commercial AirTaxi	Private Business	Other
Accidents	1 (3)	4 (1)	6 (3)	-
Non Fatal	1	3	4	-
Fatal	1 (3)	1(1)	2 (3)	-
Incidents	3	3	3 (1)	-

NOTE

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INTELLIGENCE

DOT SECRETARY James Burnley announced a program last week to substantially boost the pay of some air traffic controllers and other critical FAA personnel. Program is designed to help resolve FAA's long-running staffing problems at facilities in areas with a high cost of living.

MASSACHUSETTS officials deny that Norman Fredkin's opposition to the PACE Plan at Boston's Logan Airport was the reason for his dismissal recently as chairman of the Massachusetts Aeronautics Commission (see article on Page 138). The state's action in removing Fredkin from the post is in sharp contrast to the Massachusetts Airport Manager's Association, which gave its Aviation Man of the Year Award to Fredkin last week.

MEMPHIS, TENN. could become a major depository of aircraft parts as more suppliers begin stocking spares at Federal Express' facility there. Atlantic Aviation is the most recent aviation supplier to join the FedEx Partsbank, storing pre-packaged parts for BAe 125 and Westwind aircraft. Atlantic said it can respond to A.O.G. and other high-priority parts orders within six hours by having the parts shipped directly from Memphis.

AOPA has asked FAA to extend until July 1, 1989 the compliance date for a rule requiring an endorsement by a flight instructor in a student pilot's logbook before the student could operate in a Terminal Control Area (TCA). AOPA said the Jan. 12, 1989 deadline adopted by FAA "allows precious little time to notify the aviation community and establish letters of agreement as required."

MOST FBOs WILL HAVE 24 MONTHS TO MEET NEW EPA FINANCIAL RULES

Environmental Protection Agency has adopted new financial responsibility rules for owners and operators of underground storage tanks (USTs) that give most fixed-based operators two years to meet the new requirements. The new rule was published in the Oct. 26 Federal Register. It outlines a four-phase compliance schedule, based on the number of USTs each operator has. The effective date of the new requirements is Jan. 24, 1988. However, that date is somewhat misleading, because EPA has established compliance dates based on the date the new rules were promulgated, i.e., Oct. 26, 1988.

Those firms with 1-12 USTs or who own only one facility with fewer than 100 USTs—which should include the majority of FBOs—will have 24 months, or until Oct. 26, 1990, to meet the new financial responsibility rules. National Air Transportation Association said an FBO survey it conducted indicates that 80 percent of FBOs have no more than six tanks. Firms with 13-99 USTs at more than one facility will have 18 months to comply and firms with 100-999 USTs will have 12 months to meet the new standards. The largest petroleum marketing firms, those with 1,000 or more USTs, must comply with the new regulations within three months, by Jan. 24, 1989.

The schedule in the final rule provides considerably more time to comply than earlier proposals from EPA, the first of which suggested a 90-day compliance period. A modified proposal published earlier this year would have phased in compliance over 18 months and would have provided only 12 months for operators of 6-49 USTs (BA, April 4/105).

The new rule establishes $1 million per occurrence as the minimum amount of required financial assurance for owners of USTs engaged in petroleum production, refining or marketing and for owners

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – THIRD QUARTER UNIT SHIPMENTS

		3rd Quarter 88	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	0	1
TB-10	Tobago	11	23
TB-20	Trinidad	12	27
TB-21	Trinidad TC	2	4
TOTAL		25	55
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	22	76
BE-F33C	Bonanza	0	1
BE-A36	Bonanza	14	48
BE-36TC	Bonanza	2	11
• Multi-Engine			
BE-58	Baron	3	9
BE-58P	Baron	0	1
BE-76	Duchess	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	8	24
BE-F90-1	King Air	0	0
BE-200	Super King Air	4	15
BE-200C	Super King Air	2	2
BE-300	Super King Air	13	33
BE-200T	Super King Air	0	0
BE-1900C	Commuter	7	28
Beechjet 400		2	9
Diamond IA		1	1
TOTAL		78	258
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	8	35
BAe 146-100		0	0
BAe 146-200		4	12
HS-125 Model A		5	14
HS-125 Model B		3	6
TOTAL		20	67
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	3	8
BN-2T	Islander	0	0
Mark III Trislander		0	0
TOTAL		3	8
CANADAIR			
• Multi-Engine			
CL-6013A	Challenger	3	13
TOTAL		3	13
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	28	65
CE-210	Centurion	0	0
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-414	Chancellor	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	0	0
CE-550	Citation II	8	20
CE-S550	Citation S/II	4	14
CE-650	Citation III	4	10
REIMS AVIATION			
• Single-Engine			
CE-F152		0	0
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
• Multi-Engine			
CE-406	Caravan II	3	7
TOTAL		47	116
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	1	5
AD-My.20	Falcon	0	0
AD-My.200	Falcon	0	0
AD-My.50	Falcon	4	8
AD-My.900	Falcon	9	24
TOTAL		14	37
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	0
DHC-7		0	0
DHC-8		11	17
TOTAL		11	17
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	0	2
EMB-711	Corisco	2	6
EMB-712	Tupi	1	1
EMB-720	Minuano	1	2
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	8	22
EMB-121	Xingu	0	0
EMB-810D	Seneca II	5	14
EMB-820		0	0
EMB-821	Carajah	0	5
TOTAL		17	52
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		4	12
Expediter		0	0
TOTAL		4	12
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	0	0
G-IV	Gulfstream IV	10	31
TOTAL		10	31
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	•	8
TOTAL		•	8
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	6	24
TOTAL		6	24
LEARJET CORP.			
• Multi-Engine			
LR-31		1	1
LR-35A		1	11
LR-36A		0	0
LR-55		0	1
TOTAL		2	13
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	2
M-6-235		2	4
MX-7-180	Super Rocket	4	17
M-7-235	Super Rocket	6	12
MX-7-235		3	13
TOTAL		15	48
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	10	28
M-20J	205	8	17
M-20K	231	0	0
M-20K	252	11	30
M-20L	PFM	5	34
TOTAL		34	109

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		3rd Quarter 88	Cal. Year
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-28-161	Warrior	14	49
PA-28-181	Archer II	13	37
PA-28-236	Dakota	1	2
PA-28RT-201T	Turbo Arrow IV	2	7
PA-32-301	Saratoga	3	9
PA-32R-301	Saratoga SP	3	8
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	8	31
• Multi-Engine			
PA-34-220T	Seneca III	12	41
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	0
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	0	2
PA-42-1000	Cheyenne 400LS	3	4
TOTAL		56	190
SHORT BROTHERS			
• Multi-Engine			
SBJ-CS-7	Skyvan	*	0
SD-3-30		*	0
SD-3-60		*	7
TOTAL		*	7
	SINGLE-ENGINE	194	591
	MULTI-ENGINE	154	474
	GRAND TOTAL	348	1,065

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	3rd Quarter			Calendar Year to Date		
	1988	1987	1986	1988	1987	1986
Aerospatiale	25	17	24	55	64	71
Beech	78	85	78	258	215	186
British Aerospace	20	24	21	67	73	49
Britten-Norman	3	5	2	8	19	6
Canadair	3	4	6	13	13	10
Cessna	47	38	136	116	139	403
Dassault	14	12	3	37	23	13
DeHavilland	11	6	6	17	26	26
Embraer	17	33	24	52	89	71
Fairchild	4	3	8	12	24	24
Gulfstream	10	*	4	31	10	12
Israel	*	*	4	8	5	9
Lake	6	6	6	24	16	18
Learjet	2	6	5	13	10	12
Maule Aircraft	15	8	12	48	43	44
Mooney	34	33	13	109	106	79
Piper	59	*	*	190	169	136
Shorts	*	3	3	7	15	14
TOTAL	348	283	355	1,065	1,059	1,183

* Figures not available